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THE SPHERE, SEPTEMBER 27, 1947
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THE SPHERE

Vol. CXC
No. 2486
WITH WHICH IS INCORPORATED THE GRAPHIC
SEPTEMBER 27 1947

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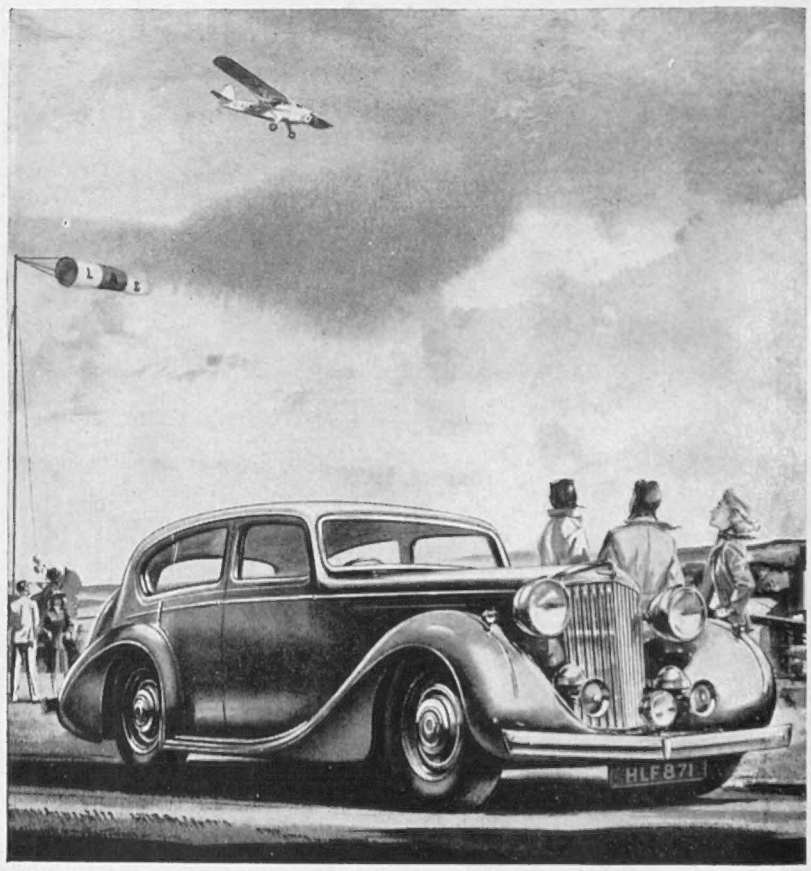

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Volume CXC No. 2486 The SPHERE, London, September 27, 1947

THE SPHERE
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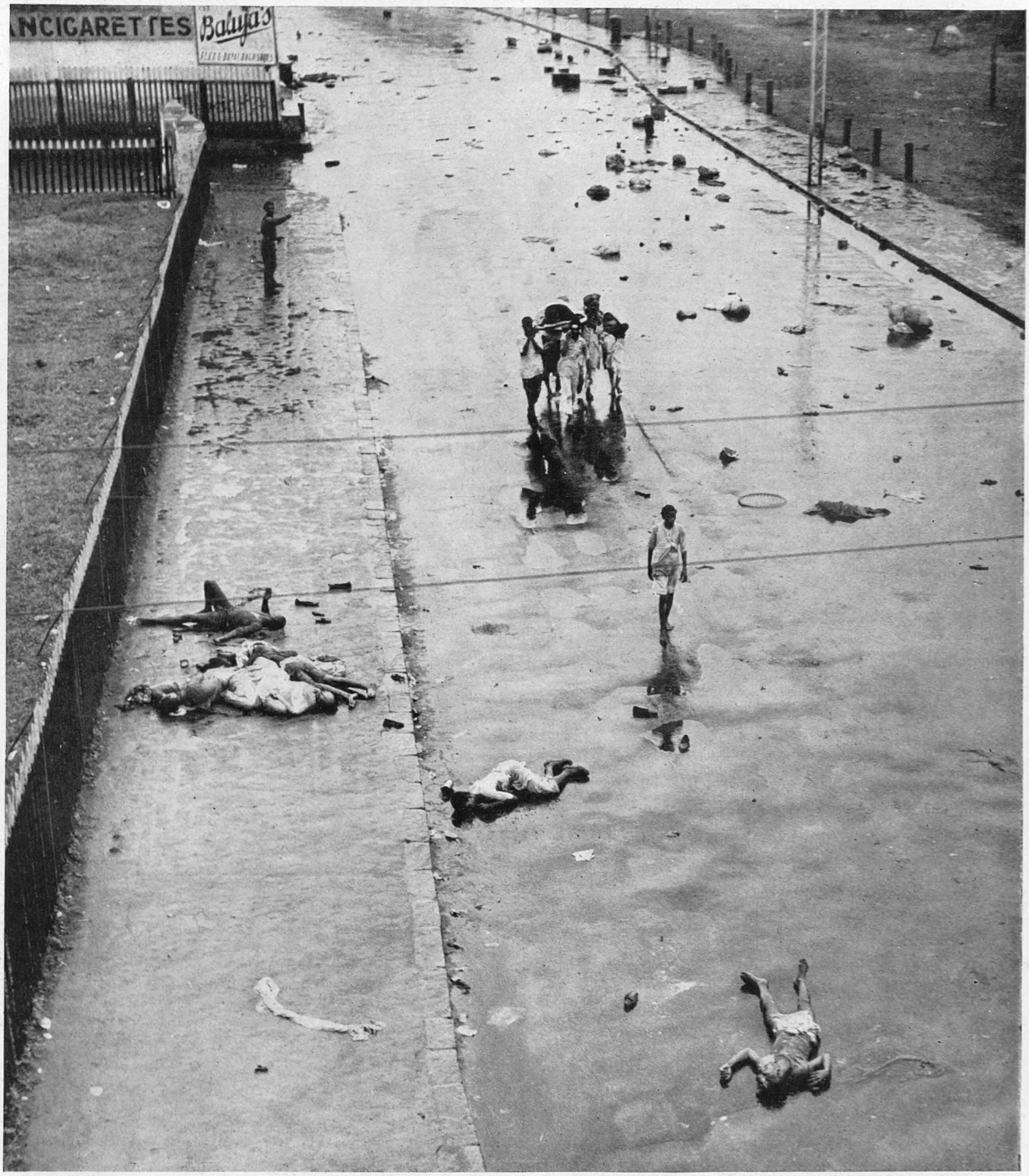
The Empire's Illustrated Weekly



IN THE CAPITAL OF THE NEW INDIA — MUSLIMS, BEARING A WOUNDED COMRADE ON A LITTER, PASS VICTIMS OF COMMUNAL RIOTING IN CHELMSFORD ROAD, NEW DELHI : This picture evidences the tide of destruction which swept across the city as the Hindus, inflamed by the tales of Muslim atrocities in Pakistan, took their vengeance. The death-roll in New Delhi was 1,000

India and Pakistan in the first days of nationhood have been the scenes of appalling tragedy, and in East and West Punjab, on the borderland between the two new Dominions, the east-west, west-east flow of refugees continues unabated. These refugees have naturally brought with them lurid tales of death and destruction. In New Delhi, to which many refugees were taken by air, Hindu opinion, touched off like some vast ammunition pile, resulted in another terrible massacre, and at the end of a week of rioting Premier Nehru announced that there were 1,000 dead in the nation's capital. His words, quoted on page 397 of this issue, reflected the deep foreboding in India at the continuing spread of communal hatreds. It was felt by many Indians that the involvement of the new capital in this tragedy might be the prelude to still further troubles in the cities farther to the south. These fears were borne out when news came last week-end of mounting tension in the United Provinces, particularly in Lucknow and Cawnpore

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Russia Answers America.—Mr. Vyshinsky's reply to Mr. Marshall's frank criticism of Russia lost nothing in bitterness by a day for reflection and calm thinking. How many of us supposed that his reply *would* be moderate? He declared that Britain and the U.S. were using U.N. for their own selfish and narrow interests. The U.S. was preparing for a new war, and with Britain was attempting to divide the world into two camps. Britain is unwilling to disarm! These and many more charges Mr. Vyshinsky brought against Britain and America, and I fancy most of us could have reported his speech accurately before he made it. We must assume Mr. Marshall was among the number. He considered that frankness was due, and I agreed with him. The U.N. is tottering. A small percentage of its representatives can and does act without fear or favour, but a large percentage is quite clearly swayed by fear or self-interest in every issue brought before them. Each accuses the other; suspicion and bitterness grow and acerbate, and the name of U.N.O. sinks daily in public estimation. A show-down of some sort was long overdue. The first exchange was quite certain to make matters worse and increase the bitterness. The last hope is that fear of the consequences of the total break-up of U.N. may drive out national fears and curtail nationalist aspirations. Vyshinsky's speech must strike the most cowardly and vacillating and self-interested as no great advertisement of Russian statesmanship and international leadership.

Interim Aid.—The U.S.A. is the only country left in civilisation with the means to help financially to save Europe and civilisation from total economic collapse, possibly into barbarism. It is inevitable, then, that the benefactor nation should require, and the applicant nations submit to, a very full and very meticulous but equally a very humble plea *in forma pauperis*. America, like God, henceforth will help only those who are willing to help themselves; and sixteen nations of Europe have hastened to revise and submit as requisite a statement of their needs, deficiencies and plans for self-help and mutual co-operation. It is unlikely that Britain will figure in the earliest stages of such distribution of bounty as America may decide on. In any case, time is of the essence of the decision. It is now or never, if Europe is to be saved. But Britain, too, can only qualify for help if she resolutely cuts her present expenses, and almost every obvious cut hits the pocket of America good and hard and instantly. We cannot, to take two obvious examples, continue to pour out money we do not earn in Germany and Palestine. As regards Palestine, we have now announced our unalterable decision that we cannot carry on our mandate alone. Either U.N. or U.S. must share the burden or take it from us. As for Germany, it is not less certain that we cannot much longer continue to pour out money in the administration of the British zone. If we relax, America must step in, lest the vacuum created be instantly filled by Russia, the very last thing which Americans can suffer. All this means money from American pockets, as does and must every urgent cut in our imports which our desperate financial state requires. Thus obliquely, if not directly from the Marshall Plan, we must inevitably continue to tax the resources of the only creditor nation left in civilisation. We cannot complain if we are not among the first beneficiaries when Marshall's doors are thrown open to needy customers. Obliquely, we cannot but cost his Treasury dear.

The Eternal Dollar.—2½ per cent. Consols were near par the other day. They fell to 81½ on September 16 on the news that, following the first sale of our reserve gold, the dollar crisis is still so urgent that the Treasury had had recourse to demanding 60,000,000 dollars exchanged against sterling from the International Monetary Fund. We are well within our rights. We can demand a much larger exchange into dollars from the Fund, but it is an expensive expedient for a long-term borrowing. In short, it is a nibble, desperately and urgently required to tide over a day or two, and the stock markets recognised it as such. 2½ per cent. Consols at 81½ give a yield of over 3 per cent. It is odd that still the Government can confidently borrow at 2½ per cent., and odder still that big commercial companies can sometimes get away with conversions of redeemed 4 per cent. debentures to a 2½ per cent. basis. The advantage of a definite redemption date and price at par or better is obvious; and the disadvantage of not knowing how long and how far the fall in gilt-edged may go is no doubt a deterrent to investors to reject a Government security pinned down to 2½ per cent. But how long can the British Treasury continue to get its money at a rate so cheap, as its credit tumbles lower and lower?

The Battle for Britain.—The B.B.C. anniversary broadcast of the Battle for Britain was well done. It was accurate, unsensational and impressive. Above all, it was *convincing*. This broadcast positively burnt the truth on indestructible bronze. The domination of the world by Hitler hung by a hair, and Britain, entirely alone, saved civilisation by her prevision, her scientific skill, by a few outstanding leaders and, at the end, by the resolution of about 500 airmen who "did not know when they were beaten." I puzzled for an hour on my pillow on the night of this broadcast. It seemed to me so incredible that, so soon after that outstanding contribution to humanity, British stock could have fallen so low the world over. The name of Britain has been hooted by rabbles in a dozen countries of Europe and the East. The British flag has been trampled on and sullied by thugs the world over. Where we remain, the cry is always "Get out!" We are condemned as graspers, aggressors, liars, traitors, intriguers. We have been written off (as a nation) as among the down-and-outs by men who are not fit to black the boots of the average Briton of 1940. Why have these things happened? This broadcast testimony vividly underlines the inexplicable puzzle of our sorry reward for services inestimable to humanity. Still we remain the "honest (or dishonest) fool," the target and the Aunt Sally of criticism, denigration and mud-slinging, the mangy and beaten lion, for ever watched by the vultures and snapped at by the pariahs and mongrels and jackals of all nationalities.

Since 1941 THE SPHERE has been selling at 1s. 6d. compared with 1s. before the war.

Costs of production have risen steeply since the beginning of the war, and recently there have been further heavy increases.

To give only one example: paper is one of the biggest items of expenditure; and paper of the high quality used by THE SPHERE now costs 150 per cent more than pre-war. Printing and other costs have risen in like proportion.

We are therefore again faced with the difficult choice of raising the price per issue or reducing the size. THE SPHERE cannot be made smaller without destroying the balance of its contents; any further reduction in size would make it impossible to cover the wide range of subjects that make up its special character.

We have accordingly decided to increase the price as from October 4 to 2s., in the belief that this will meet with the approval of our readers, who will regard the change as being as fair as it is unavoidable.

TENDA AND BRIGA PASS INTO FRENCH HANDS—THE TRICOLOUR IS RAISED IN THE TOWN OF BRIGA AT AN OFFICIAL CEREMONY TO MARK THE TRANSFERENCE OF THE TWO FORMER ITALIAN ALPINE TERRITORIES TO FRENCH SOVEREIGNTY: The award of Tenda and Briga to France under the terms of the Italian Peace Treaty would not appear to be a grievous loss to Italy, and it merely ensures for France the domination of this strategic mountain area from which, in the past, Italian guns have been trained on French territory. Italy has viewed the matter very seriously, however, and last year Signor Gasperi came before the Paris Conference to plead his country's cause and to make a special plea for the retention of Tenda and Briga. The ceremony of transference at Briga passed off without incident

And what of the Leader? I wonder what have been some of Mr. Churchill's innermost and intimate reflections on human memory, human gratitude. I could wish (as I have often said) that he had retired from active politics when the war ended, as in *his* day his greatest admirers wished that Wellington had retired, the saviours of Europe, ready for recall in the emergencies bound to come. I think, if he had done so, his call would have come now. It may come yet. The world's cry, as Britain's, is for leadership, for *moral* leadership, beside which details and specifics, plannings and policies have the value of pawns in comparison with the queen on the chess-board

Dead or Alive?—It is hardly logical in a nation which praises to the skies the fighter pilots of 1940 because "they did not know that they were beaten"—and so saved civilisation—to blame the leaders of Liberalism if they take a leaf from the pilots' book. Yet after a recent by-election, that was the line taken by most Conservatives and some others. A strong Liberal candidate had polled a wretched handful of votes and, like any freak independent candidate, had forfeited his deposit, not for the first time. There would perhaps have been more justification for Conservative petulance in that case if the votes polled by the Liberal would have altered the constituency verdict if they had been given to the Conservative candidate. That was not so. Labour held the seat. But that is not the whole story. Liberalism has been very long in eclipse. It was in eclipse when Conservatism was governing the country, and it has shown no *outward* sign of revival for many years. Some people put it down to the vagueness of Liberal policy. The success of Labour in 1945 (the same people say) was due, in part, to better electoral organisation, but still more to the meticulous detail with which they documented the tremendous reforms they designed to bring about. Others, of course, say that the Electorate (and unusually so after a world war) is an ASS which gobbles the largest and outwardly most juicy carrot without examining it for a rotten heart. Be that as it may, many an old Liberal regrets the eternal disruption in the Liberal ranks.

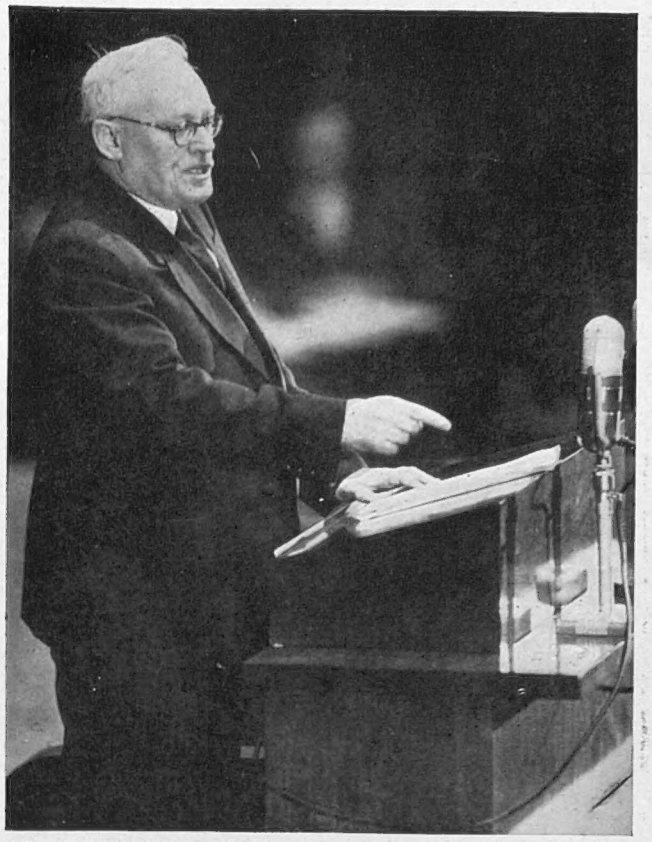
"Mankind are the Asses . . . ."—A visitor from Mars, or, indeed, a subscriber to the B.B.C., who listens to the nightly catalogue of murder, rapine and disaster all over the world (which constitutes the nine o'clock bulletin) may fairly judge that mankind is largely composed of criminal lunatics, cretins, half-wits and thugs. Whether this be the whole truth or a one-sided picture deliberately painted for us by the B.B.C. from some obscure motive designed for our good, the truth, whatever it be, is grim enough. Millions of human beings are trekking, starved, naked and ruined, east or west from their persecutors. The dead are counted in thousands after orgies of riots. There is as much misery in the world as in the heyday of Hitler's blood-lust. The World War left civilisation in a frightful pass; but never were "first things" more clear to every nation. Ideologies, political aspirations, party triumphs are all very well in their way, and interesting and sometimes useful causes and recreations in normal times. But food and shelter and the means to secure them are first essentials with shipwrecked mariners, and every Robinson Crusoe in the history of mankind (until this day) has recognised that cardinal truth. What *new* madness has descended, then, on mankind, that so many of them should squabble and rant and knife each other over their political opinions while they lie naked on a desert beach? Is it odd if the man from Mars hurries home with a red-hot news-story of a world struck down with universal lunacy?

THE OLD STAGER

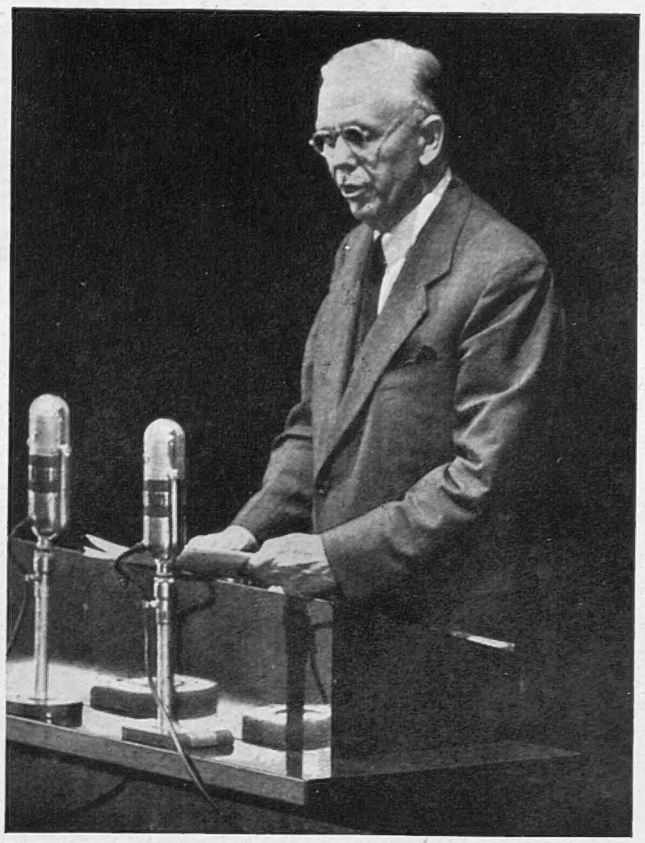
STORM OVER FLUSHING MEADOWS

Accusations and Dissension at the General Assembly of the United Nations

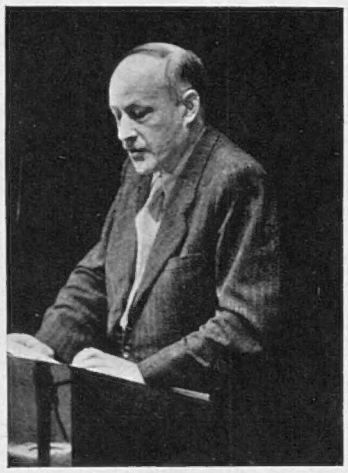
Last week was the most stormy in the history of the United Nations. It was also the most bad-tempered of sessions, being punctuated by violent Russian denunciations largely of a personal character and mostly directed against America and Americans. Mr. Vyshinsky held the floor of the General Assembly for a large part of September 18. He blamed both America and Britain for unwillingness to disarm, and he said that the most serious portent on the horizon was the war-psychosis of the United States. "The rush for profits," said the Soviet Minister, "is influencing United States foreign policy and strengthening its militarist, expansionist and aggressive tendencies." On the previous day, Mr. Marshall, the United States Secretary of State, had suggested a plan to circumvent the veto, an instrument used by the Russians a score of times to thwart the will of the majority. It was this plan that led to Vyshinsky's hot-headed words.



MR. VYSHINSKY POINTS AN ACCUSING FINGER AT AMERICA : The Soviet Minister at Flushing Meadows, where he delivered before the United Nations a slashing attack directed particularly against America, which, he said, "is preparing for a new war"

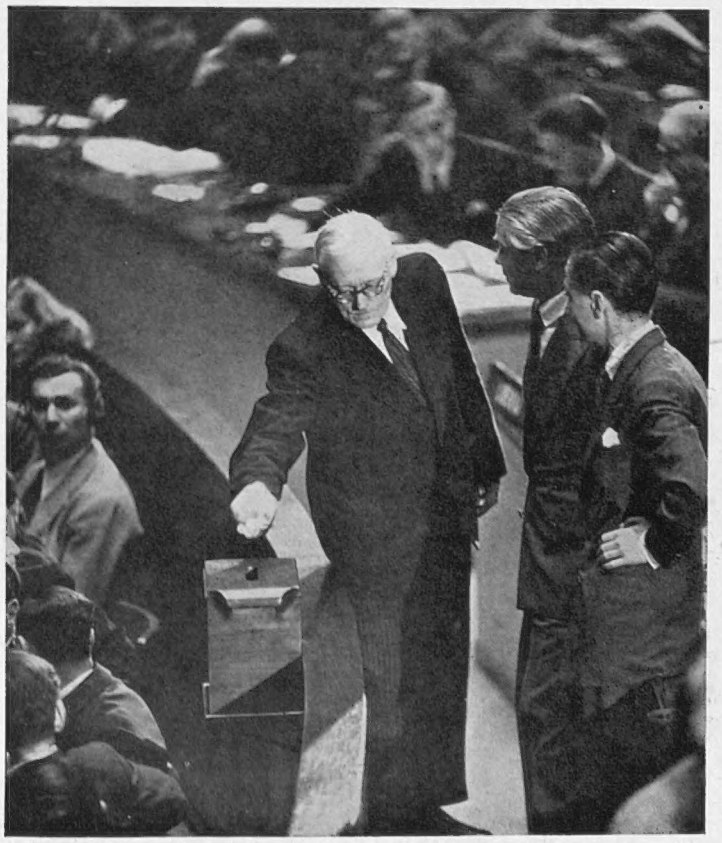


THE U.S. SECRETARY OF STATE OUTLINES A PLAN FOR THE LIBERALISATION OF VOTING : Mr. Marshall, admitting the failure of the Security Council, urged that the right of veto should be restricted to decisions for direct military or economic action



THE RUSSIAN SATELLITES SAY THEIR SAY : *Left*—Mr. K. V. Kiselev, Byelorussian delegate to the United Nations, seconded the Soviet proposal directed against "the anti-Soviet machinations of the American Press." *Right*—Mr. Modzelewski, Polish Foreign Minister, attacked the Marshall Plan

JOHN FOSTER DULLES HEARS HIMSELF INDICTED AS A WARMONGER : With a grim look on his face he listens to the attack delivered by Mr. Vyshinsky, the Soviet Deputy Foreign Minister. Seated next to him is Mrs. Roosevelt, wife of the former President and a fellow-delegate. Mr. Dulles declared afterwards that he hoped that the Assembly would forget the personal nature of the attacks, and proceed constructively, creatively and harmoniously with its business



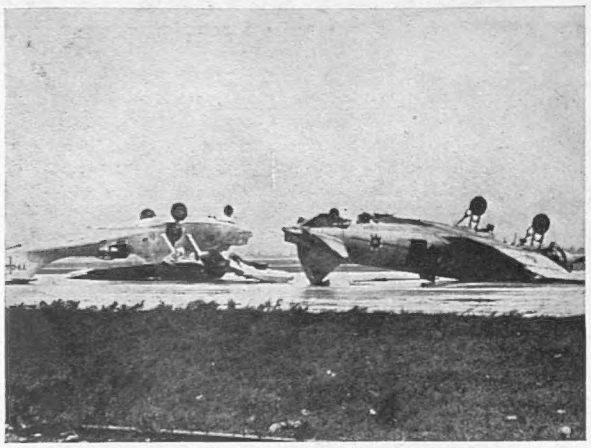
THE APOSTLE OF THE VETO CASTS A VOTE : Mr. Andrei Vyshinsky taking part in the election of a president for the United Nations Assembly. The retiring president, Dr. Oswalso Aranha, of Brazil, was once again elected

THE ARGENTINE AND GREECE ARE IN ACCORD : *Left*—Dr. Joseph Arce, the Argentinian delegate, who supported American action in Greece, and (*right*) Mr. Dendramis, the Greek Ambassador, who made a moving appeal to the General Assembly to help his country to defend its independence

WHEN THE FURY OF THE HURRICANE STRUCK WEST PALM BEACH : Palm-trees lashed by the storm as it struck the southern part of Florida, leaving a trail of disaster. The loss of life in Florida was not so extensive as during the hurricanes of 1928, 1930 and 1935, but the property losses were in the neighbourhood of £25,000,000. The hurricane itself travelled at a speed of 15 m.p.h., and there was consequently time to give the population warning

FLORIDA LASHED BY A HURRICANE

Vast Damage at Palm Beach and Miami



THE PLAYTHINGS OF THE STORM : These two planes were overturned as the hurricane hit the Thirty-sixth Street airport at Miami. On hearing news of the impending hurricane, the Army evacuated most of its planes from Southern Florida airfields

THE DEBRIS-LITTERED FORESHORE AT PALM BEACH : A scene in the fashionable resort as the storm began to die down. There was only one death at Palm Beach, a man being electrocuted by a fallen wire. At Miami one man was shot when looting a shop. In the big resort towns most of the people took shelter from the 175-m.p.h. gusts in public buildings and blocks of flats. Damage seems to have been greatest to citrus groves and market gardens

WHEN THE WIND WAS RECORDED AT 120 M.P.H., WITH GUSTS OF 175 M.P.H. : Two remarkable hurricane pictures from Miami, where mountainous seas lashed the foreshore. Many houses on the beach were completely swamped

Thanks in large measure to the system of hurricane warning in force on the Florida coast, the loss of life in the recent hurricane, which swept across the southern part of Florida, passed over the Gulf of Mexico, and then hit Alabama, Louisiana and Mississippi before finally blowing itself out in the deserts of Texas, was comparatively slight. In Mississippi the death-roll was greatest, and in Florida it was least. The damage to property in Florida was enormous, citrus groves and market gardens being the biggest sufferers. In Miami the public took refuge in the city hall and other substantial buildings. As the hurricane moved at 15 m.p.h. they had the fullest warning. At Miami twenty aircraft employed in service to Latin-American countries were involved in the widespread destruction. In some areas martial law had to be declared because of looters

"REMEMBRANCE SUNDAY" IN BERLIN

"OMAHA BEACH" THREE YEARS AFTER

50,000 BERLINERS THRONG THE BOMB-SHATTERED LUSTGARTEN : Wreaths being placed on the memorial to those who suffered in Nazi concentration camps. An episode on Remembrance Day for the victims of Fascism, now established as an annual event in the German calendar. As in 1946, Allied flags adorned the once Swastika-bedecked portico behind the memorial, and men in the striped clothing of the dreaded concentration camps stood before the memorial as a reminder of the vicissitudes of the immediate past. The occasion aroused much enthusiasm among the younger element—a *volte face* which must have caused consternation to many a hard-bitten, unrepentant Nazi

Below—**AN ARTIST PAINTS ON "OMAHA BEACH" :** Just over three years ago on this same spot Allied troops fought their way ashore in Normandy, and in the precarious weeks that followed brought in through mountainous seas the masses of supplies that made possible their survival and their eventual break-through

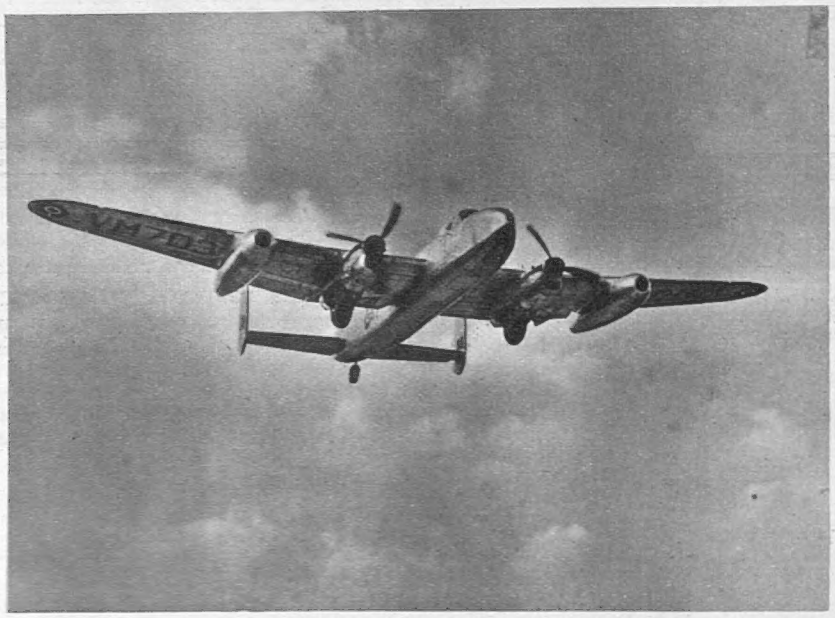
b

FOUR IMPORTANT FLYING DEVELOPMENTS

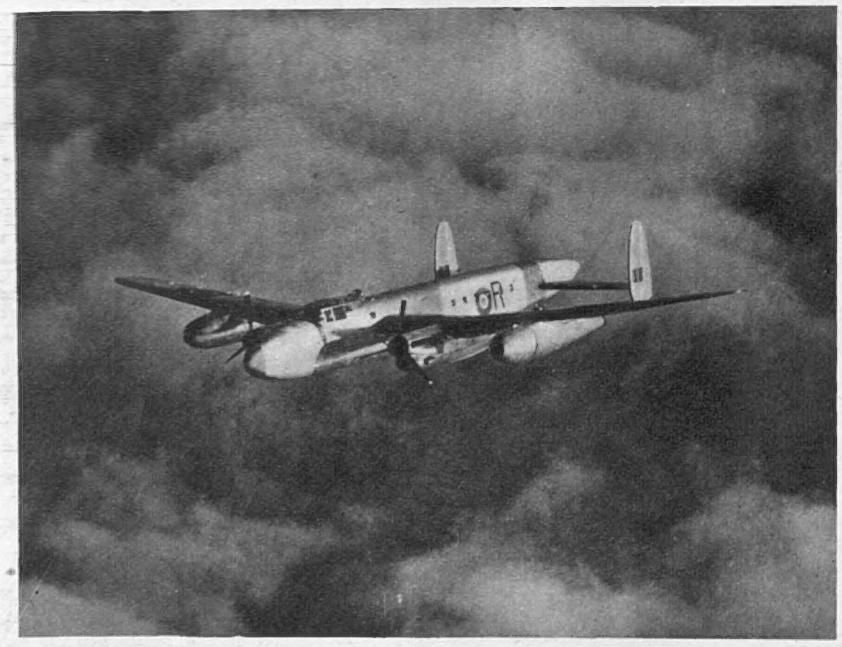
Television Reception in the Air : The Ghost Lancastrian : America Breaks the Speed Record : The New Giant Clipper

THE FIRST FLYING TELEVISION RELAY : Wing-Commander Barton Chapple operating the television apparatus inside his plane when flying over Manchester. He attempted with fair success to pick up television broadcasts from Alexandra Palace, London, a distance of 200 miles

RECEIVING TELEVISION WHEN FLYING OVER MANCHESTER : The G-Aix, of Chartair Ltd., flying with a 16-ft. aerial beneath the fuselage when conducting television experiments sponsored by Central Rediffusion Services primarily on behalf of the Belle Vue Stadium, Manchester. The idea of the experiments was to discover if television could be satisfactorily received at a ground range of 200 miles provided the receiver was well above ground-level. Ground-level reception at this range is, of course, still impracticable. When the results of the experiments have been examined, a decision will be made by Belle Vue regarding the use of a captive balloon which could be flown above the Stadium and could relay with good results the Alexandra Palace broadcasts



ONE OF THE NEW FLYING TEST BEDS : This aircraft is the first of two Avro Lancastrians fitted with de Havilland Ghost gas turbines in the outboard positions and with Rolls-Royce Merlin piston engines inboard



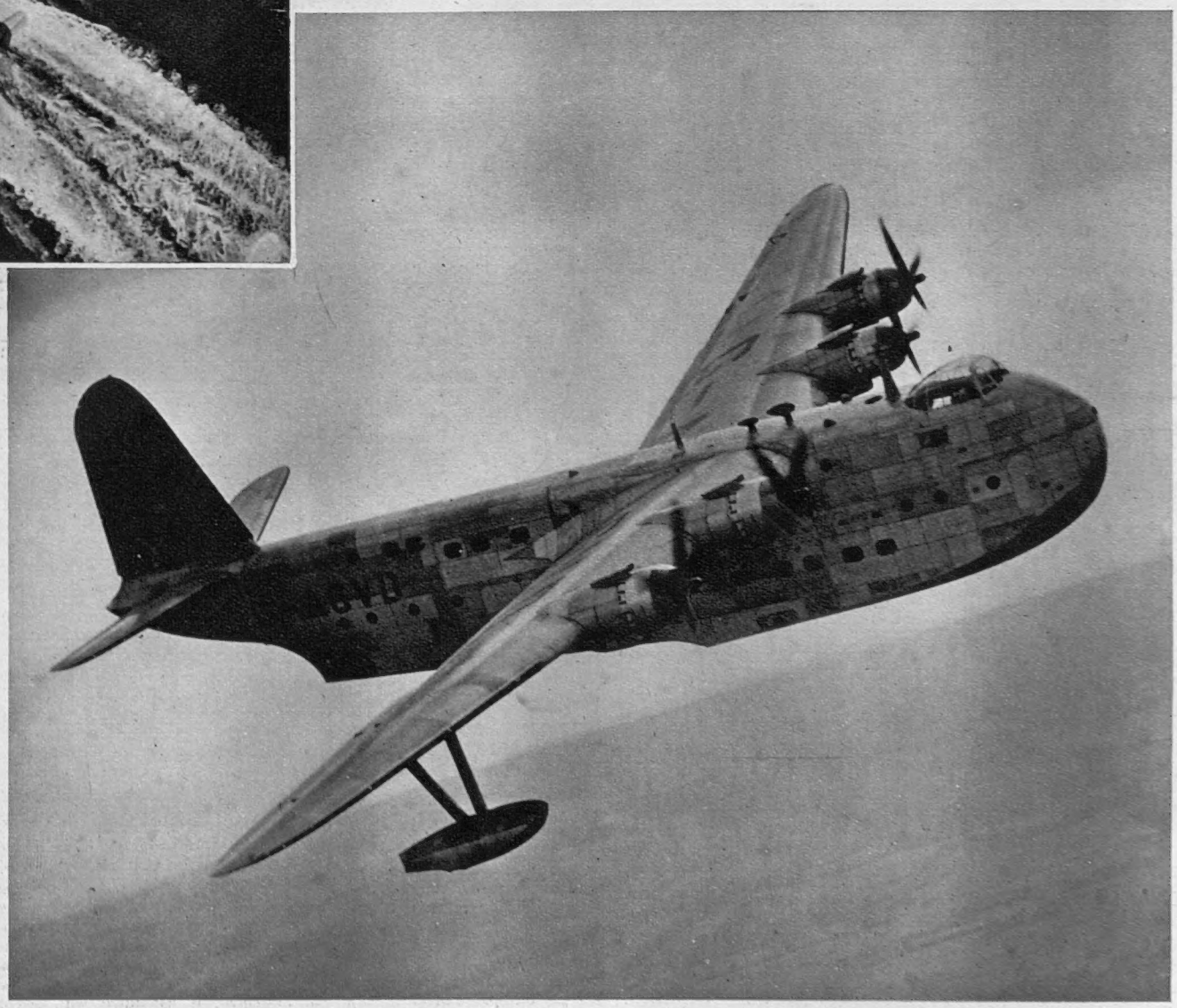
THE GHOST LANCASTRIAN WITH HER INBOARD MOTORS "FEATHERED" : One of the two flying test beds on her first experimental flight above London after taking off from Hatfield Aerodrome. The Ghost Lancastrian has been introduced with a view to paving the way for the D.H. 106, which will almost certainly be the first transatlantic "straight" jet air-liner. With all four engines working, the Lancastrian reaches a speed of 330 m.p.h. at 20,000 ft. and has a general rate of climb of 2,000 ft. a minute. With only the two gas turbines functioning, the air-liner's best speed is 275 m.p.h. When the pistons are turned off, passengers note the diminution in vibration. In fact, there was no vibration in the main cabin, according to a Press correspondent who travelled in the machine

AN AMERICAN PLANE GAINS THE WORLD AIR SPEED RECORD : The U.S. Navy's Douglas Skystreak, which achieved 650·6 m.p.h. when flying recently above Lake Muroc, California. The bulk of the curiously elongated fuselage of the Skystreak is taken up by the turbo-jet engine, a General Electric (Allison) J-35. The remarkable fact is that the engine has a modest thrust of 4,000 lb., compared with the 5,000 lb. of the D.H. Ghost, and it is reported that it achieved the record with the help of no special fuels, water injection or other special methods. Furthermore, the Skystreak was not modified in any manner, but lifted the record as originally designed and built after only about twenty hours' flying. The Skystreak, it will be noted, is not fitted with swept-back wings, and it is probable that a swept-wing version might raise the record to greater figures. It should be mentioned that in an emergency the forward part of the Skystreak can be jettisoned for the pilot to secure release and make his parachute descent. The pilot lies in a prone position

BRITAIN'S LARGEST FLYING-BOAT MAKES HER MAIDEN FLIGHT: The Short Saro Shetland, built in collaboration with Saunders-Roe, taking off from Rochester, Kent, after she had been launched in the Medway. She has been designed for long-distance operation

THE SHORT SARO SHETLAND AND HER WIDE, WHITE WAKE: The new Clipper cutting a swathe through the waters of the Medway when taking off on her initial test flight from Rochester. She can carry seventy passengers and a crew of eleven and has a maximum speed of 267 m.p.h.

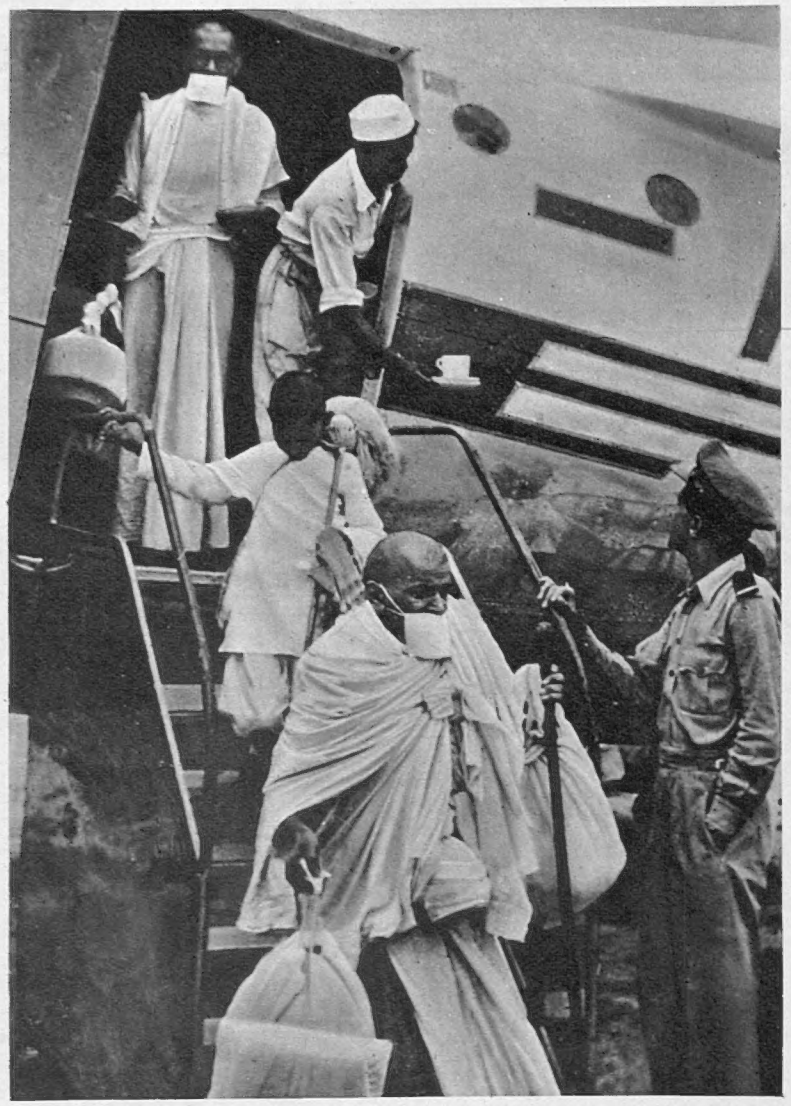
With the close of the Second World War, flying entered upon a new phase. It is now a fully-fledged commercial proposition, and a growing rival to the shipping companies—a fact that the shipowners have recognised by the modification of many of their passenger types and the evolution of the new cargo-passenger liner. The capture of the air lanes of the world is now Britain's business as much as it was her business to be a sea carrier from the fifteenth to the nineteenth centuries. Britain is setting about the task with hereditary skill, and at least a measure of Elizabethan imagination, and there is no doubt that the new Short Saro Shetland is just the type of craft to expand our aerial prestige. Within, the Shetland is roomy, having the aspect of a miniature liner. Short's are also producers of the Sandringham, which is basically a wartime Sunderland, and the Solent, a civil version of the R.A.F. Seaford. The B.O.A.C. Sandringhams, with American engines, form the Plymouth class, and are equipped to provide for 24 day or 16 night passengers.



BANKING ABOVE THE KENTISH COUNTRYSIDE—THE SHORT SARO SHETLAND ON HER MAIDEN FLIGHT: She is a civil version of the Shetland designed during the war for Service purposes. She is a much larger craft than the Solent, built for the African routes. After a series of research flights it will be decided upon what routes this type can serve most usefully

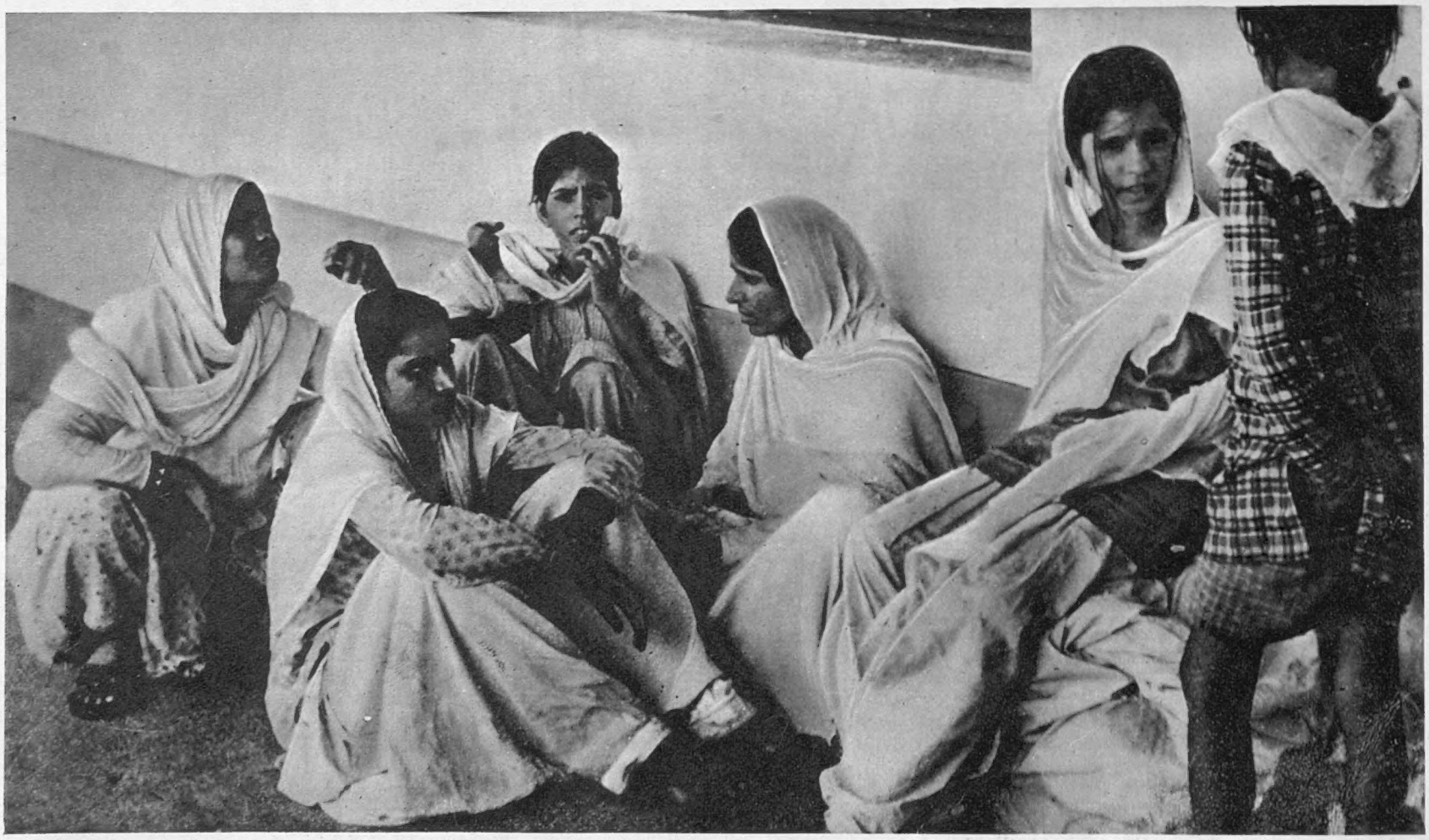
COMMUNAL STRIFE SWEEPS THROUGH NEW AND OLD DELHI

As Refugees of the Punjab are Evacuated to Delhi by Air



FLOWN TO SAFETY FROM THE DANGER AREA OF THE WESTERN PUNJAB : A party of Jain monks arriving at Willingdon Airport, New Delhi, from the Gujranwala district north of Lahore, an area deeply involved in the recent communal massacres. Jainism is a form of the Hindu religion belonging essentially to North-West India. Its followers believe in a future existence for all forms of life, taking extraordinary precautions to avoid killing even the smallest creature. The sect numbers rather less than 1,000,000 adherents. The arrival of the Jain priests in New Delhi, and other refugees, coincided with the communal disturbances in the city, and increased Hindu animosity against the Muslims

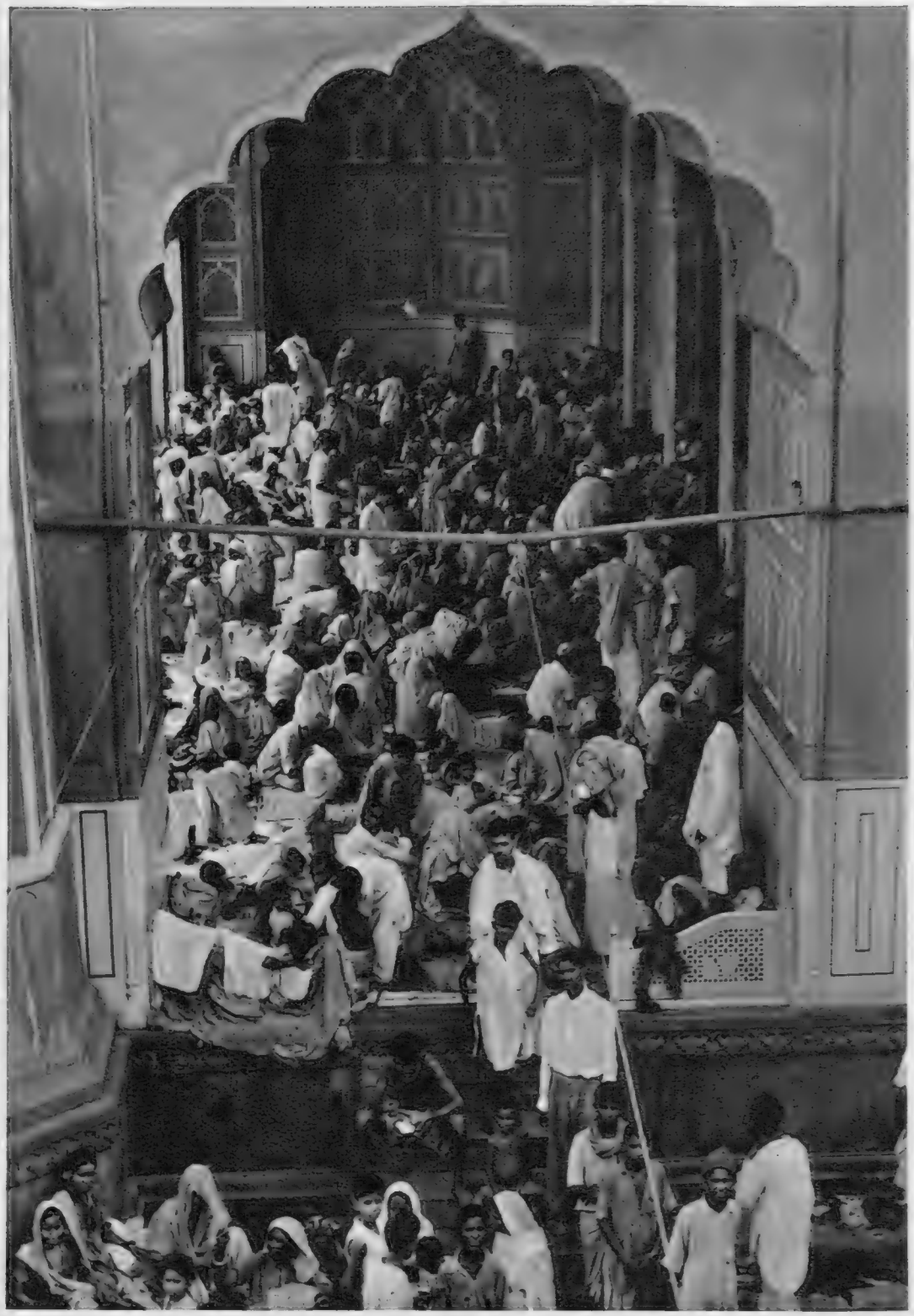
A TEMPORARY FIRST-AID POST IS SET UP NEAR THE JAMI MASJID MOSQUE IN OLD DELHI : Wounds being dressed at the post before the people were sent on to refugee camps which have had to be established on the outskirts of the city since the outbreak of the communal massacres. Premier Nehru estimated that at least 1,000 citizens of Delhi lost their lives during the week of insensate slaughter. On September 14 it was reckoned that there were 50,000 people in Delhi's refugee camps



THIS FAMILY LOST EVERY MALE MEMBER IN THE FRONTIER FIGHTING—A FORLORN GROUP OF REFUGEES AT WILLINGDON AIRPORT, NEW DELHI, AFTER BEING BROUGHT BY PLANE FROM ONE OF THE ZONES OF COMMUNAL STRIFE ON THE BORDERS OF THE INDIAN DOMINION AND PAKISTAN : They were picked up at Gujranwala, and brought south in a Dakota. Altogether 300,000 Sikh and Hindu refugees have been rescued by plane during the past few weeks. Planes had to be used as the roads were impassable. It was reckoned at one time that nearly 2,000,000 people were on the move in East and West Punjab

HEADACHES FOR THE POST OFFICE AS DELHI SETTLED DOWN AGAIN AFTER THE DISORDERS: Sorters dealing with some of the mass of accumulated mail in the Old Delhi post office, where the service was almost completely disrupted for several days

"You cannot by murder put an end to murder"; "People have behaved as only mad people behave"; "This is a crisis of the very soul of India"; "Is this the sort of India we have fought for so many years to achieve?"; "Indians have disgraced themselves in the eyes of the world." These are just a few significant phrases from a recent speech by Premier Nehru, who, speaking with great emotion, appealed in New Delhi for all Indians of good will to rally to the support of the Government. As the Premier spoke, the fires of Old Delhi were beginning to die down, but not before 1,000 Muslims had lost their lives in the latest outbreak of communal fury, and thousands had been driven from their homes to seek shelter, first in the mosques and later in the refugee camps hastily established for their reception on the outskirts of the capital. The cause of the trouble in Delhi was exactly the same as it was elsewhere in the country. Hindus of Delhi, on hearing the news of the atrocities wrought by the Muslims in the West Punjab—news brought to them by the refugees who had been flown south to safety—immediately rose up against the Delhi Muslims as an act of revenge. At one time it seemed that nothing could stem the tide of communal fury, and it seemed that it might fan out from the capital, setting off new hatreds and new reprisals in the cities to the south. It has been the same for many months past. One evil has begotten another, one atrocity has been revenge for another. The Sikhs say that the orgy of killing in Amritsar was vengeance for what the Muslims did to the Sikhs last March in Rawalpindi, which was in turn retaliation for the Hindu massacres of Muslims in Bihar, which was in turn retaliation for Noakali, for Calcutta, and so on. The fact that these disorders should have at last spread to the capital was deeply alarming to the new Indian Government, but last week it seemed that the situation was more in hand, and that even in East and West Punjab, where 2,000,000 people were reported to be on the move, there was a greater measure of control



A TEMPORARY SANCTUARY FOR DELHI'S HARD-PRESSED MUSLIMS: This dramatic picture was taken in the Jami Masjid Mosque, where several hundreds of refugees, after fleeing from their burning homes, were accommodated until the refugee camps were ready to receive them. All Muslims in the Delhi area were in acute panic, the news of Muslim-wrought atrocities in West Punjab having inflamed Hindu opinion in the capital

A LONE SOLDIER DEFENDS THE CROSS-ROADS WITH A BREN: He is on duty near the entrance to the Parharganj Bazaar, where some of the heaviest rioting in Delhi had occurred and great destruction had been done to Muslim property. A curfew was imposed

SHELTERING BENEATH THE WALLS OF THE PURANA KILA: This Muslim family was one of many that fled from Delhi when the massacres began. When this picture was taken they were resting at the Purana Fort while on their way to a refugee camp

MOSCOW—THE CITY OF BROAD AVENUES AND VAST SQUARES: A STREET SCENE IN THE NEIGHBOURHOOD OF THE BYELO-RUSSIAN STATION AND SHOWING ON THE RIGHT ONE OF THE WIDEST AVENUES IN ANY CAPITAL CITY: Moscow has just celebrated its 800th anniversary with an elaborate series of celebrations, and it is just about to celebrate the thirtieth anniversary of the Revolution. Many of the buildings have been specially painted for these occasions

MOSCOW'S 800th BIRTHDAY

The Soviet Capital on Its Eighth Centenary and After Thirty Years of Soviet Rule

A VISION OF THE MOSCOW OF THE FUTURE: This design for the main building of the Academy of Sciences is the work of A. V. Shchussev. It is one of a number of vast new buildings which will soon adorn the capital

"Peace-loving people of the world are looking to Moscow with hope as the capital of the great peace-loving power and as a mighty pillar of peace," declared Stalin in a message to the people of Moscow on the city's 800th anniversary. The statement, whatever some other capitals might think about it, accorded well with Moscow's prevailing mood in the first days of September, for Moscow had given itself up to a round of merry-making on this eighth centenary. Merry-making began on September 6, and all through the night couples danced in the squares and parks until the approach of dawn. Special trains, ships and aeroplanes brought visiting delegations with their gifts from the most distant Republics of the Union, and delegations from thirty foreign capitals arrived in force. A hundred million electric-light bulbs decorated the buildings, squares and parks of Moscow, and the ships of the Moscow river; 100,000 of them alone outlining the walls, towers and spires of the Kremlin. The cost must have been prodigious: some say in the region of £5,000,000.

When Moscow first became a settlement in 1147, London was already a thriving city, which had achieved relatively democratic city government, and Vienna was progressing rapidly under Henry of Babenburg. In its young days Moscow was frequently overrun by the Tartar hordes, one of whose reasons for coming back again and again was the Muscovite women, who were much prized in the slave markets of the East. By the middle of the fifteenth century Moscow began to rise architecturally, for it was then that Ivan III married Zoe, niece of the last Eastern Roman Emperor who brought Byzantium's religion and architecture to the banks of the Moskowa. It was Ivan who took the title of Czar and built a strong brick wall round the Kremlin and gave the city its first secret police.

Perhaps the most remarkable feature of modern Moscow is the width of its thoroughfares. Only Salt Lake City can boast a similar spaciousness, and there is no doubt that, built along these lines, the new Moscow may become one of the fairest of the world's capitals.

DESIGN FOR A MODERN APARTMENT HOUSE: This building is to be erected in the First Meshchanskaya Street, and is the work of the architects Zubin and Yassenev. Turrets and other architectural features detract from the classic simplicity of other features

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THE FORTHCOMING MARRIAGE OF THE DUKE OF ALBA'S DAUGHTER : The heiress of the house of Fitz James to marry an aide of the Spanish Pretender. The Duke of Alba (right) with his daughter, the Duchess of Montoro, and her husband-to-be, Don Luiz Martinez (left), son of the Duke of Sotomayor. The marriage, which is to take place next month, is of the deepest significance in Spain, as the bride is the Duke of Alba's heiress, no fewer than seven dukedoms being involved, and the bridegroom is the son of the head of the household of Don Juan, claimant to the throne. The Duke of Alba is head of the house of Fitz James, and is a descendant of a natural son of James Stuart, Duke of York

THE CAPTURE OF GIACOMO LOMBARDO : A notorious Sicilian bandit falls into the hands of the police. Giacomo (left, centre) is held in chains after being apprehended at an out-of-the-way Sicilian farm. The police were really looking for Giacomo's cousin, Giuliano, who has a price on his head of £1,500. The farmhouse where the capture took place has been used as an ammunition store by bandits, and also as a place where kidnapped persons could be imprisoned while ransom was being awaited

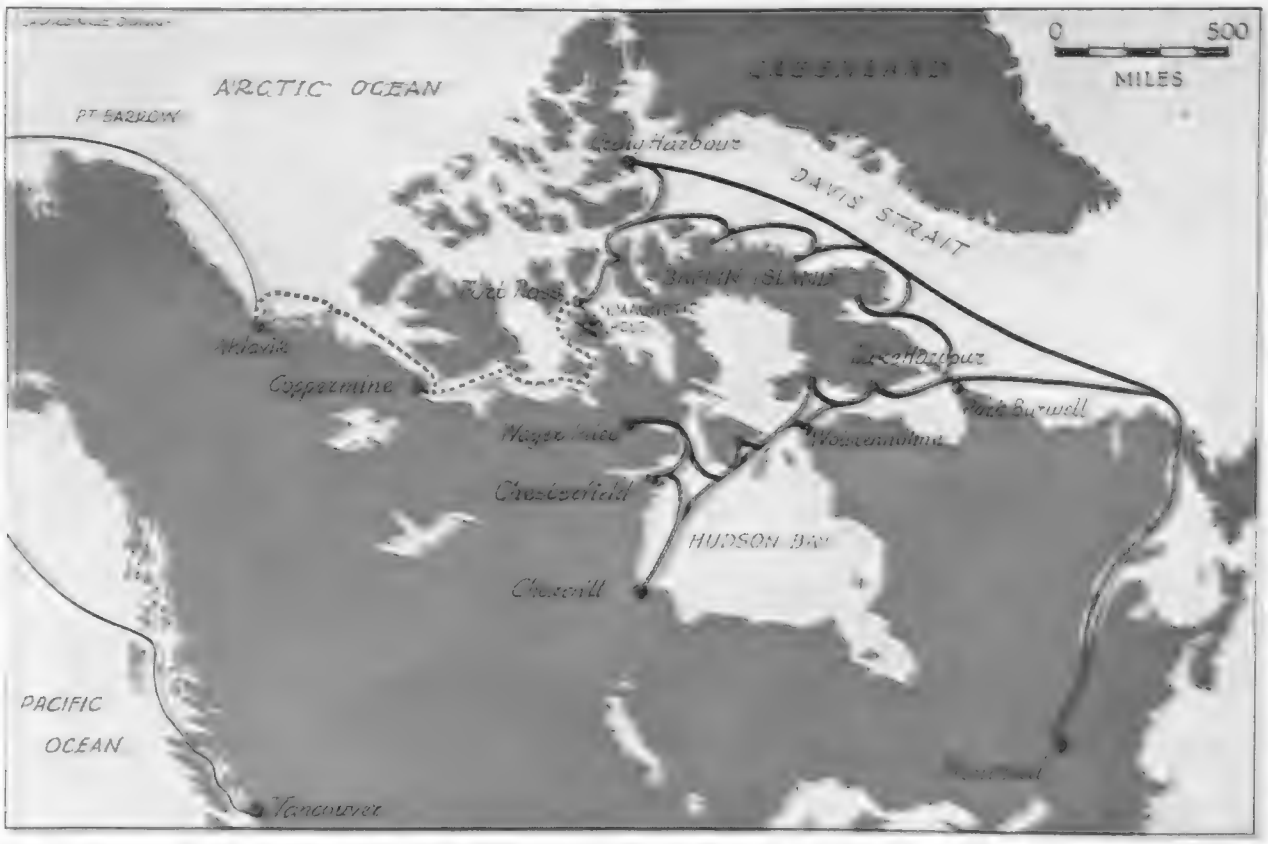
SAFE AND SOUND IN THE HUDSON RIVER : The yacht "Gaucho" at New York after following in the steps of Columbus and completing the voyage from Palos, Spain, to the island of San Salvador. On board were four Argentine amateur sailors, who are now planning to continue from New York to Buenos Aires, adding another 10,000 miles to the vast distance they have already covered. They will travel down the Atlantic coast to the Antilles and then proceed by way of the Guianas and Rio to the mouth of the Plata. The skipper is Ernesto Uriburu, former Press Attaché to the Argentine Embassy in Washington

THREE NOVA SCOTIAN "ELEPHANTS" : Giant tuna lying in a boat after being brought to hook near Hubbards. Together they probably weigh about one ton

THE SINEWS OF WAR EN ROUTE TO GREECE : A picture from New York Harbour. This United States Army transport, the name of which has been obliterated by American censors, has been loading up in New York with shells, small-arms ammunition, grenades, and land mines preparatory to leaving for Greece under escort. The American caption accompanying the picture declares : "The ship will go to the Greek armed forces as the newest contribution of the U.S. to Greek security. A previous contribution was U.S. action in taking over the feeding of Greek armed forces when the British relinquished that task"

THE "LIVING STATUE" LAUGHS AT DEATH : A popular diversion is revived in the Spanish bull-ring. The bull stops just short of the statue, being uncertain as to the character of its opponent. The "living statue" is now being performed again after twelve years. When it was last done, in 1935, yearling bulls were used because of the great danger involved, but now, as witness this picture, full-sized bulls are being employed. The "living statue," or Don Taneredo, as he is called, stands perfectly still in the centre of the bull-ring while the bull is let loose. As soon as it is free, the bull rushes straight at Don Taneredo, but pulls up short when it notices that the "living statue" does not move. After sniffing furtively at the "statue," the bull, thinking that Don Taneredo is dead, walks disdainfully away. Sometimes, however, this does not happen, and the bull butts the "living statue." When this happens, Don Taneredo lies perfectly still where he falls, in the hope that the bull will think that it has been mistaken. Patrons of the Spanish bull-ring, it would appear, favour these novelties and are less conservative than is commonly supposed

THE S.S. "NASCOPIE" LANDING STORES AT A HUDSON'S BAY POST: An artist's impression of the famous Arctic supply steamer which met her doom last July, when she ran aground off Baffin Island. Her passengers and crew were rescued, but the ship became a total loss. Arrangements were made immediately to send out another supply ship, the "North Pioneer," in her stead. The *Nascopie* was built as a semi-ice-breaker in 1912, to take over the duties previously performed by two smaller ships, the *Pelican* and the better-known *Discovery*. She had a gross tonnage of 2,521 and could accommodate fifty passengers besides her crew of forty-seven. Each July she sailed from Montreal to carry out her annual trip to the Eastern Arctic. Overcoming pack-ice and fog, she supplied the Hudson's Bay Company's posts, bringing to the traders and the Eskimo population the products of civilisation and accomplishing annually one of the most difficult navigational operations in the world



THE SEA ROUTES TO THE NORTHLAND: The heavy black line marks the course followed by the ill-fated *Nascopie* on a typical annual supply trip, in the course of which she would visit some twenty stations and travel about 10,000 miles. Last year she went still farther north to Dundas Harbour, on Devon Island, to the north-west of Greenland. The North-West Passage, referred to in the Company's Charter of 1670, was for the first time used as a commercial route by their ships in the summer of 1937, when *Nascopie* established a new post at Fort Ross. Here she met and exchanged cargoes with a small ship which had come east from the Western Arctic. The route of this latter ship is shown in dotted lines. The supply route from Vancouver is shown on the left by a thin black line. It was in these north-western waters that the *Baychimo*, which is referred to on the next page, was first abandoned and then started her lonely wanderings. Churchill, the southernmost settlement, has for some years been linked with the Canadian railway network

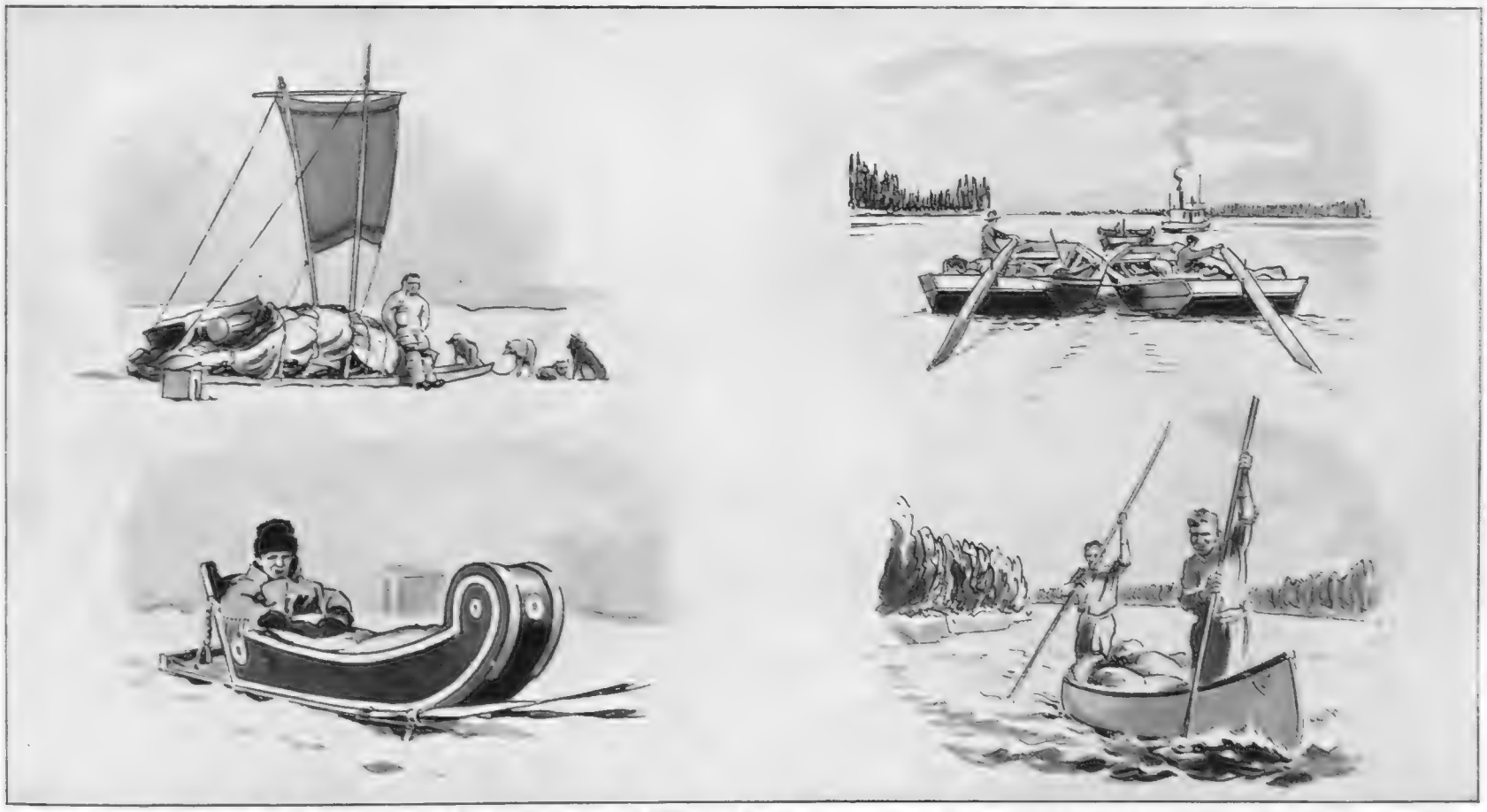
HAZARDS OF THE CANADIAN ARCTIC

The Loss of the "Nascopie," for Many Years Supply Ship of the Northern Settlements

The loss of the S.S. *Nascopie* last July was a bitter blow to many an old-timer of the Canadian North, both for immediate physical reasons, for the *Nascopie* was the supply ship upon which he relied, and for sentimental reasons too, for in her long career the old ship had become firmly rooted in the affections of the pioneers. Among the *Nascopie*'s passengers could always be found personnel of the Royal Canadian Mounted Police, scientists and explorers, missionaries doctors and dentists from the Department of National Health and Welfare, as well as other Government and Hudson's Bay Company officials. As the *Nascopie* made her way through the Bay and among the settlements of Baffin Island, supplies would be landed, loads of furs taken aboard, and in the main lounge weddings would sometimes be celebrated; justice would be meted out, mail distributed and medical attention given. When the *Nascopie* left for her next port of call the handful of white men on shore would settle down to another twelve months of isolation. In view of the loss of the *Nascopie*, and the seriousness of the situation which could arise in the supply-less settlements, the Canadian Department of Mines and Resources has announced particulars of a relief expedition which is now visiting northern Baffin Island. The relief ship, *North Pioneer*, a vessel chartered by the Hudson's Bay Company from the Clarke Steamship Company, left Montreal in August to provision the trading posts of Clyde River, Pond Inlet, Dundas Harbour Arctic Bay and Pangnirtung. Replacements of essential supplies lost in the *Nascopie* are on board, including food, fuel, clothing and medical supplies. Fort Ross is being serviced by the Hudson's Bay Company aircraft from Arctic Bay, thus reducing by a big margi the *North Pioneer*'s present voyage

THE PHANTOM OF THE HUDSON'S BAY COMPANY—THE 1,322-TON S.S. "BAYCHIMO," WHICH WAS FOUND FLOATING IN AN ICEPAN TWO YEARS AFTER BEING ABANDONED: Her subsequent career constitutes one of the strangest stories ever to come out of the Canadian north

Late in 1931, hurrying back to the Pacific, after having made her usual round of visits to North-Western posts, the *Baychimo* was caught in the ice. The pressure threatened to crush her at any moment, so the captain and crew abandoned her and sought safety near by. Later, after a blizzard, the men emerged from their shelter to find that the ship had gone, and with her a million-dollar cargo of furs. After weeks of vain searching, they had news of her from an Eskimo. Hurrying with sledges and dog-teams, it was possible to board her and remove the greater part of the furs before another gale drove the party to shelter. Returning later, they could find no trace of the *Baychimo*. Five months later a solitary man found and boarded her, but by the time he had reported this she had disappeared for the third time. Aircraft searched without avail, yet a few months later she reappeared near the Alaskan coast. This time the party of thirty men who boarded her were carried off when a storm arose, and when, days after she happened to drift inshore, they were only too thankful to make good their escape. After two years of drifting she was seen off the Alaskan coast again, riding in an icepan. Boarded, she was found to be still seaworthy, but the fact that the ice was closing in compelled the party to hurry off. In 1937, six years after the *Baychimo* was abandoned, she was sighted yet again. Surely no other ship can equal her wanderings?



LIFE IN CANADA'S FAR NORTH—STILL A LAND OF ISOLATED TRADING POSTS. *Top left*—An eskimo sledge en route to a trading post. The sail enables advantage to be taken of a fair wind. *Top right*—Fur traders' boats being towed down the swift-flowing Saskatchewan. *Bottom left*—The "cariole," most comfortable conveyance in the Arctic, is drawn by a dog-team. *Bottom right*—Negotiating a swift-flowing river in the region of the Great Bear Lake—*Drawings by Laurence D...*

EDINBURGH FROM THE HEIGHTS—A VAST PANORAMIC VIEW OF THE SCOTTISH CAPITAL, WHICH HAS BEEN A CULTURAL FOCAL-POINT DURING THE FESTIVAL OF DRAMA AND MUSIC, VISITORS FLOCKING TO THE CITY FROM MANY PARTS OF THE WORLD: In the centre is the dominating bulk of Edinburgh Castle, and stretching away on the left is Princes Street. The circular building in the foreground on the right is the Usher Hall, where musical productions took place during the Festival

EDINBURGH

DAY-TIME PAGEANTRY AND NIGHT-TIME SPLENDOUR IN THE FESTIVAL CITY

THE QUEEN AND PRINCESS MARGARET AT HOLYROODHOUSE: A delightfully informal picture taken as Her Majesty and the Princess watched from a lower window at the Palace as the pipe band of the Lowland Brigade Training Centre took part in "Beating the Retreat." Pipe-Major William Denholm and Drum-Major F. Ross led the parade. The Queen and the Princess came down from Balmoral to attend the Edinburgh Festival of Music and Drama

PAGEANTRY IN THE PRECINCTS OF EDINBURGH CASTLE AT THE GOVERNOR'S INSTALLATION: Colonel Balfour Paul (who was deputising for the Lord Lyon King-of-Arms) in his dress as Marchmont Herald as he led the new custodian of Edinburgh Castle, General Sir Philip Christison, into the castle after the Presentation of the Keys. Walking behind General Christison were members of the Court of Heralds. This was the first ceremonial installation of a new Governor of the Castle since 1936, when the office was revived after being in abeyance since 1860. Sir Philip Christison, who is G.O.C. Scottish Command, was formerly the British Commander-in-Chief in Greece, having to handle the situation there when it was fraught with the greatest danger

SHINING THROUGH THE BLACKNESS OF THE INKY NIGHT—THE FLOODLIT RAMPARTS OF EDINBURGH CASTLE VIEWED FROM THE ROSS BANDSTAND, WHERE MEMBERS OF THE SCOTTISH COUNTRY DANCING SOCIETY WERE PERFORMING THEIR TRADITIONAL FOLK-DANCES: This dramatic picture was taken during the last days of the Scottish Festival of Music and Drama, a festival that finished this month in a blaze of glory. The floodlighting of the Castle was at first a matter of controversy, owing to an initial refusal to grant the 12 tons of fuel necessary to provide the means of producing the power. After protests to the Press, however, the matter was righted and the resultant floodlighting created a deep impression upon all who witnessed it. Although the Festival was never expected to pay its way, it is understood that the financial returns have been much greater than was hoped for. Many visitors from abroad were subject to currency restrictions from their Governments, but even so the Festival was of a truly international character. The greatest satisfaction was felt that the Queen was able to break her holiday on Deeside, and, accompanied by Princess Margaret, stayed at the Palace of Holyroodhouse for a part of the Festival

AFTER THE BOMBING OF THE TEMPLE CHURCH IN 1941 : A scene of devastation within the precincts of the great shrine, showing irreplaceable relics of the Knights Templar founders lying amid the debris. Last month, when it was announced that plans were all ready for the reconstruction of the celebrated church, it was suddenly discovered that thieves had entered the vaults and rifled the coffins. The only skull taken was that of Geoffrey de Mandeville, Earl of Essex. One theory is that the thief is a cranky collector. The Temple Church lies a few yards to the south of Fleet Street

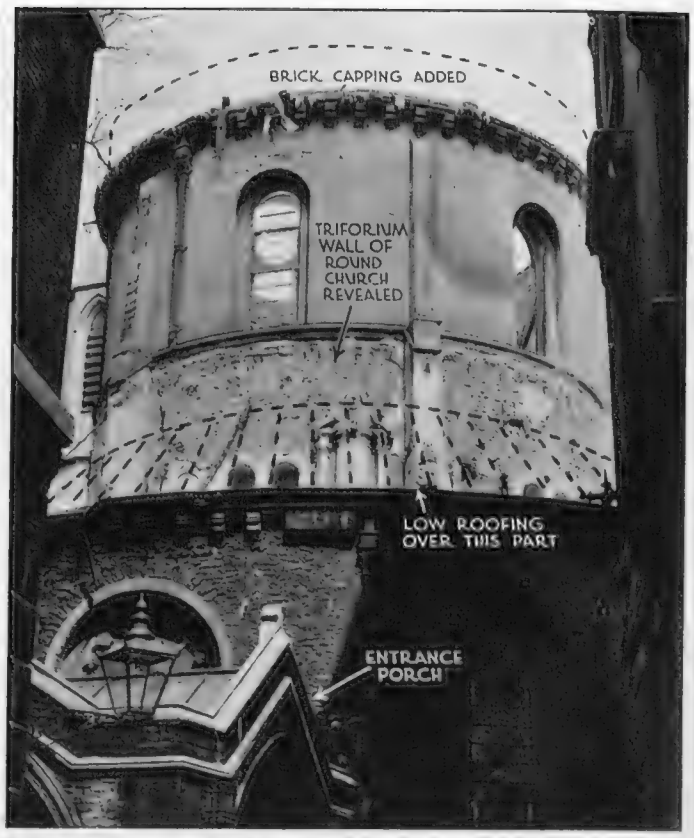
LOOTERS AT WORK in the BOMB-DAMAGED TEMPLE CHURCH

The Rifling of Coffins in the Ancient Vaults

The rifling of vaults beneath the Temple Church was an astonishing piece of news. That ill-disposed persons should break into these vaults, smash coffins and scatter bones upon the stone floor was disturbing in its indication of how far people will go in pursuit of possible loot.

To the antiquarian and student of London's history, the incident has a special interest. It was not known to the outer world that these vaults existed—certainly no general history of the Temple and of the Temple Church which we have consulted makes any reference whatever to their existence. That they do exist became painfully obvious a few weeks ago.

The side of the eastern end of the church has been cut away in the diagrammatic view on the next page in order to show where two flights of steps lead down to the vaults. The coffins are placed in niches in the vaulted recesses, 8 ft. high, one above the other on slabs. All the vaults are 8 ft. below the general level of the pavement surrounding the church. These coffins were hauled out by the despoilers, smashed open and the bones scattered on the stone floors. It would appear from this that the ghoulish invaders were angered at obtaining little or nothing for their exertions. On the other hand, the fact that they broke open and removed the casket containing the skull of Geoffrey de Mandeville, first Earl of Essex, and later took the skull away with them, may indicate that the prime mover in the outrage was a cranky collector. It is an ironic fact that Geoffrey de Mandeville, who was a Constable of the Tower in King Stephen's reign, died excommunicate for his desecration and plunder of church property. His corpse remained unburied for nearly twenty years. The history of the Temple Church is one of extraordinary interest. It was consecrated in 1185 by Hercalius, Patriarch of Jerusalem, who was being entertained by the Knights Templars while on a mission from Pope Lucius III to King Henry II inviting him to ascend the throne of Jerusalem. Hercalius is said to have died in London and to have been buried in the church.



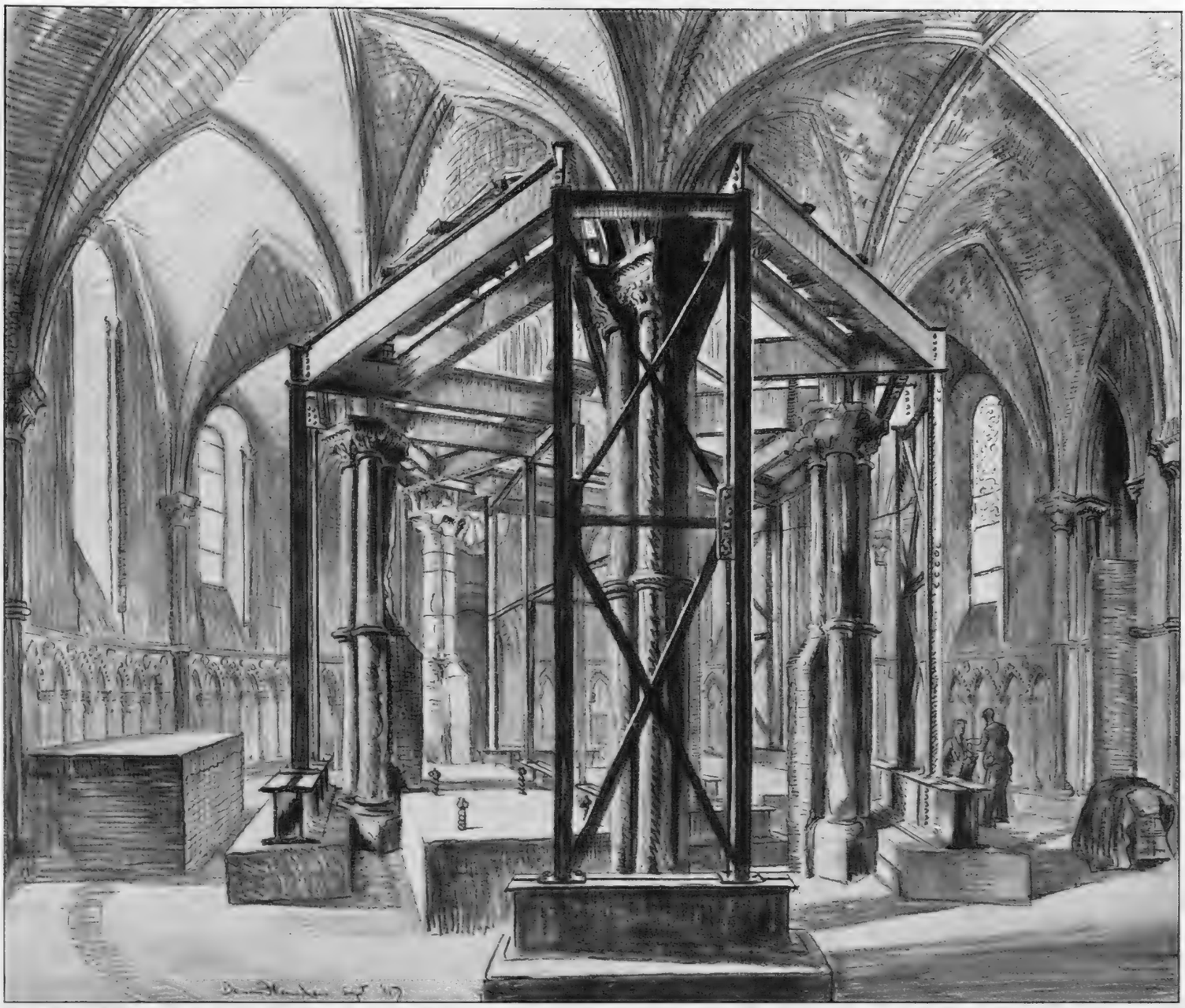
REVEALED BY THE BOMBING : A view of the ancient round part of the Temple Church, off Fleet Street, after the bombing. The church was founded in the twelfth century, being erected by the Knights Templars and consecrated in 1185. It may be regarded—or what is left of it—as the finest of the four round churches still existing in England, the others being at Cambridge, Northampton, and Little Maplestead. The bombing, it will be observed, revealed very clearly the manner in which the triforium encircles the drum of the church

The GATE-MENDER of HAMPTON COURT

MR. MINNS AT WORK ON THE WELSH PANEL : The gate-mender of Hampton Court carrying out repairs on the magnificent ironwork. His task on this particular screen will take him about two years

Mr. T. M. J. Minns is head smith at Hampton Court Palace, and he is at present repairing and renewing the great wrought-iron screen that faces the river in the Privy Garden—railings that part the twentieth and seventeenth centuries. The job will keep him occupied for at least another two years. These railings were the original work of Jean Tijon, a famous Huguenot smith who finished them in 1690. They consist of twelve elaborately foliated panels 14 ft. wide. High in the centre of each is a "table" framing an emblem. Years ago, the panels were distributed to museums, and when restored to the garden, the charcoal-smelted iron had suffered from clumsy repair with copper. Mr. Minns is overhauling the whole screen, using a multitude of strange tools, many of which he has made himself because no tool suitable for this art of the past is sold to-day. Mr. Minns would perhaps be more accurately described as an art-metal smith. He combines forge-work with repoussé (scrolls, foliage, monograms, etc.). He has been at Hampton Court since 1937, except for an interval on war work at London Docks. Mr. Minns wears a skull-cap and leather apron when at work, but scorns to use protective glasses, even though flying sparks and particles are common enough. His workshop is a small wooden hut standing just within the garden on the river front.

A MASK FROM THE HAMPTON COURT SCREEN : Mr. Minns has taken it into the workshop in order to carry out very special repairs to the laurel wreath surrounding the mask



THE TEMPLE CHURCH AS IT IS TO-DAY—AN INTERIOR IMPRESSION OF THE CELEBRATED BUILDING, PLANS FOR THE COMPLETE RESTORATION OF WHICH ARE NOW COMPLETE: The iron girders have been put in position to take the weight of the vaulting off the pillars. But for the installation of these girders after the blitz in 1941 there is no doubt that the vaulting would have collapsed. Some of the famous effigies of the Knights Templars are now protected by brick and cement. The covering on the left protects the tomb of De Ros, one of the Knights Templars, and the tall brick erection on the extreme right covers the effigy of Plowden, the Master of the Temple who built the great Middle Temple Hall, about the year 1570. The consulting architect for the restoration is Sir Charles Peers—*Drawing by Dennis Flanders*

WHERE THE THIEF OR THIEVES BROKE IN—A DIAGRAMMATIC SKETCH OF THE TEMPLE SHOWING THE SCENE OF THE RECENT LOOTING: On the left is the ancient round church, the shrine modelled on the Church of the Holy Sepulchre in Jerusalem. It was this that bore the brunt of the blitz in 1941. Beneath the choir on the right are the vaults. It appears that entrance was made through an outside grave having an aperture 18 ins. wide by 3 ft. in length. Many bones were taken from the coffins and they were left lying around, but only the skull of the first Earl of Essex was stolen—*Drawing by Percy Horne*

HOME NEWS IN PICTURES

THE FACT-FINDERS GET TO WORK : Mr. G. W. Kenny, a miner from Thorne ; Mr. Ernest Jones, general secretary of the Yorkshire area of the Mineworkers' Union ; and Mr. H. Needham, a miner from South Elmsall, seen at the recent meeting at Cudworth, where they consulted with union officials and workers over the Grimethorpe dispute. They have since gone down the Grimethorpe Pit and investigated conditions with a view to compiling their report regarding the extension to the 21-ft. stint. The Grimethorpe miners have declared that they will accept the verdict of the fact-finders

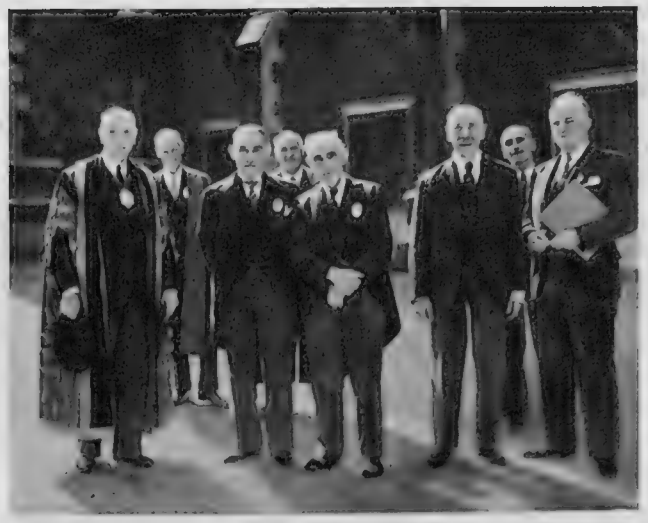
MR. ERNEST JONES GOES DOWN WITH THE MORNING SHIFT : The general secretary of the Yorkshire area of the Mineworkers' Union seen as he approached the Grimethorpe pithead when going down to survey the coal-face together with his two fellow-members of his fact-finding commission

MEN OF GRIMETHORPE RETURN TO THE SURFACE FOLLOWING THE FIRST SHIFT FOR FIVE WEEKS : A cheerful party leaving the pithead. Some of the miners were interviewed by the Press on their return to the surface, and they expressed the hope and the belief that they would be able to make good the 100,000 tons of coal lost at Grimethorpe through the strike. To do this would mean raising nearly 4,000 tons above the target every week for twenty-six weeks. Workers at other pits in the South Yorkshire coal-field have shown themselves to be equally determined. The total loss through the strike in South Yorkshire was 520,000 tons. At the time of writing, the coal position shows a distinct improvement, with stocks of coal held by gas and electricity undertakings more than 3,000,000 tons greater than a year ago. There are now 717,000 wage-earners on colliery books in this country compared with 698,000 a year ago. Absenteeism shows a decline

THE COUPON CHIEF : Miss Alex Kilroy, principal adviser on clothing coupons to Sir Stafford Cripps, President of the Board of Trade. Miss Kilroy, who is an Under-Secretary, is recognised in the clothing industry as one of the leading Board of Trade experts. It is her task to watch over the home clothing ration in the light of the paramount export requirements of the clothing industry. In private life Miss Kilroy is Lady Meynell wife of Sir Francis Meynell, the poet and publisher

THE NEW COLONIAL OFFICE SUMMER SCHOOL : R. K. Tremlett (Uganda), M. D. Gass (Gold Coast), H. P. W. Murray (Nigeria), and W. Ford at Rhodes House, Oxford, for the opening of the school. The recently-opened Colonial Office Summer School provides specialised courses for training Colonial civil servants who have completed their first spell overseas. Ninety officers, drawn from twenty-two colonies and representing nine branches of the service, are attending the school. Lecturers come from Oxford, Cambridge and London Universities

A FLAIR FOR SUPERSONICS : Miss Gillian Lucy Sturton is the first girl to pass the entrance examination for apprenticeship at the Royal Aircraft Establishment, Farnborough. She is seen on taking up her new task at the technical college—a task that may give her an opportunity of doing work in the realms of high-speed flight. Miss Sturton now aged eighteen, was born at Plumstead



THE WORLD'S SURGEONS MEET IN LONDON : Some distinguished delegates at the annual congress of the International Society of Surgery. In this picture are—Sir Alfred Webb-Johnson (left), the President of the Royal College of Surgeons ; Professor Grey Turner, Dr. J. Verhoogen, of Brussels ; and Dr. De Jardin, also of Brussels, seen together outside the Great Hall at Lincoln's Inn. This was the Twelfth Congress of the Society, and constituted the largest international gathering of surgeons this country has known in the past quarter of a century. Delegates from more than forty countries attended the opening, among them Dr. Rudolph Matas, a former president, who flew specially from New Orleans. He is eighty-seven. In his opening address Sir Alfred Webb-Johnson declared : " By virtue of our calling we are all patriots of humanity "

WITHIN THE GREAT HALL AT LINCOLN'S INN—THE IMPRESSIVE SCENE AT THE OPENING OF THE TWELFTH CONGRESS OF THE INTERNATIONAL SOCIETY OF SURGERY : Sir Alfred Webb-Johnson, the President of the Royal College of Surgeons, is welcoming the delegates of forty nations. During his address Sir Alfred read a message of good wishes from the King at Balmoral

THE PITLOCHRY HIGHLAND GAMES ARE HELD FOR THE LAST TIME ON THEIR PRESENT SITE : A general view of the games in progress on the Recreation Ground. Towards the left a pipe band is seen marching round the arena. The hillside on the right provided an admirable grandstand for some of the spectators. Next year the Recreation Ground will probably be submerged as a result of the Tummel Garry hydro-electric scheme, which is now proceeding rapidly towards completion. Two records were broken by John M'Lellan—records he himself had made in 1938. He bettered his 16-lb. hammer throw of 129 ft. by 1½ ins., and threw the 22-lb. hammer 103 ft. 9½ ins.

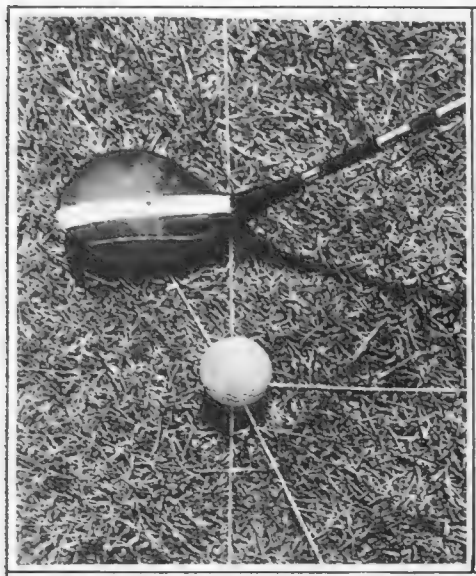
WORK BEGINS ON A NEW TOWN : Houses rising on the new London County Council estate, to be known as the Evelyn Estate, at Kidbrooke. The 800 houses, together with shops, schools, and other amenities, will cover an area of 85 acres. Two types of permanent pre-fabricated dwelling are being employed, the " Hill " and the " Cranwell," and there will also be traditional brick houses. The estate is eight miles from Charing Cross

THIS IS THE SEASON OF THE TEAZEL HARVEST : Grading teazels at a Dewsbury mill. The teazels are grown in Somerset and used in North Country factories to raise the nap on cloth

FITTING A ROD OF TEAZELS INTO A NAP-RAISING MACHINE : An operative at work in a North Country mill. The latest crop of teazels has just been harvested in Somerset, and this year the mills are paying as much as £17 a pack of 20,000. Every acre of land yields about forty packs, so it is easy to understand that teazel-growing can be highly profitable. No mechanical contrivance has been found to equal the teazel as a means of raising the nap on cloth, the hooked points and the elasticity of the bracts being admirably adapted for the purpose. The plant is cultivated in Somerset and Gloucestershire

THE NINE BAD SHOTS IN GOLF

An American Version of the Basic Mistakes Made by all Bad Golfers

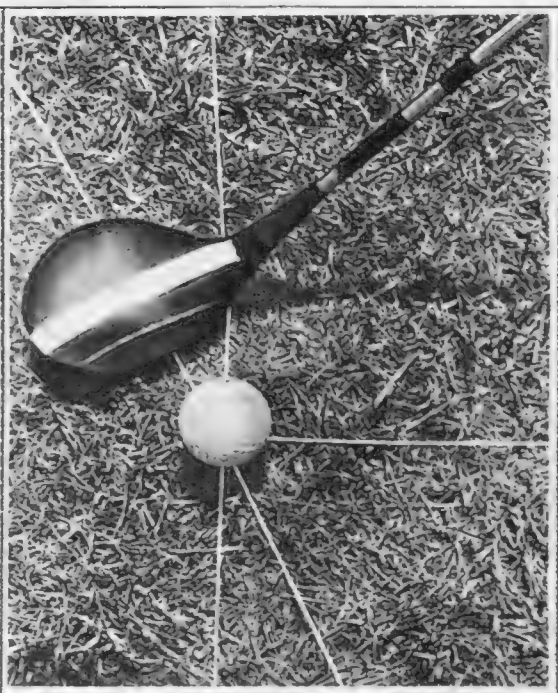


1. SLICING—Hitting the ball with the open face. The diagonal line shows the path of the club at impact. The ball will curve to the right

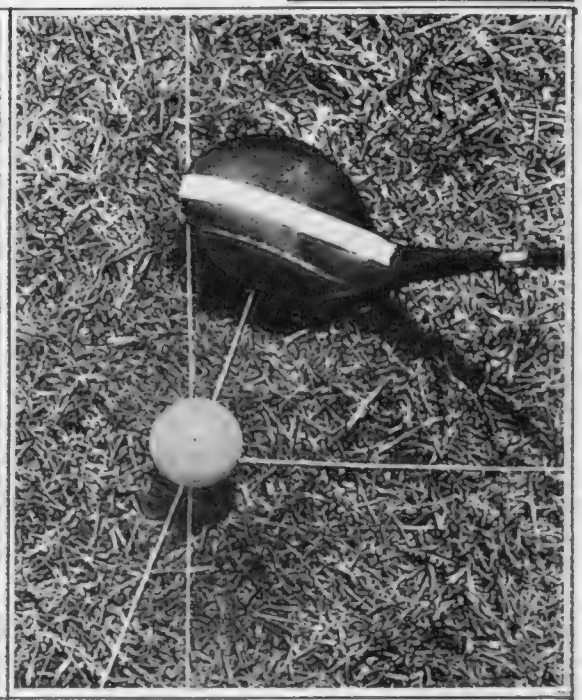
2. HOOKING—Hitting with a closed face. Again the club will not hit squarely, so that the ball will curve away to the golfer's left

3. TOPPING—Hitting with a lifted head, or hitting with a raised arc. Few good golfers are guilty of this error

4. SMOTHERING—Hitting with the club-face hooded. The club drives the ball into the earth because it is turned over on the downward swing



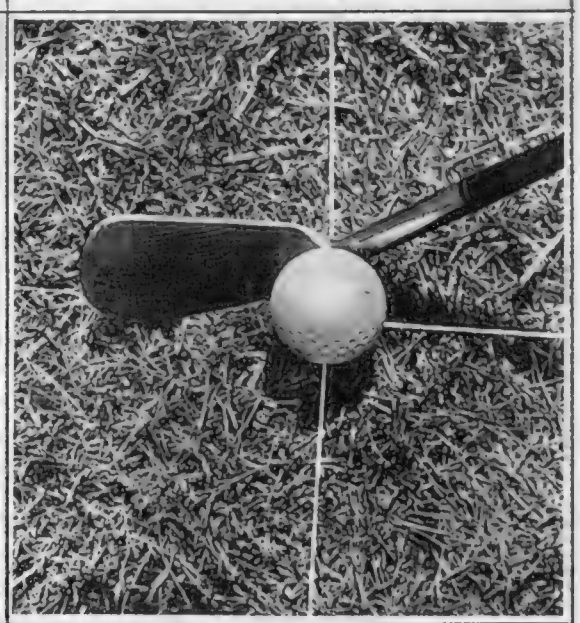
5. PULLING—Hitting from the outside in with a shut club-face. The ball will travel straight to the left, but will not curve as in a hook



6. PUSHING—Hitting with an open face while the club is still moving from the inside out. This is the opposite of pulling: the ball will go straight to the right

7. SKYING—Hitting with a chopping-down swing. The ball is hit with the top of the club. It will go high, but will not travel very far

8. SCLAFFING—Hitting with too much weight on the right foot. Here the player hits the ground first as the club approaches the ball



9. SHANKING—Hitting with little or no pivot. The face of the club never touches the ball, which sails sharply to the right

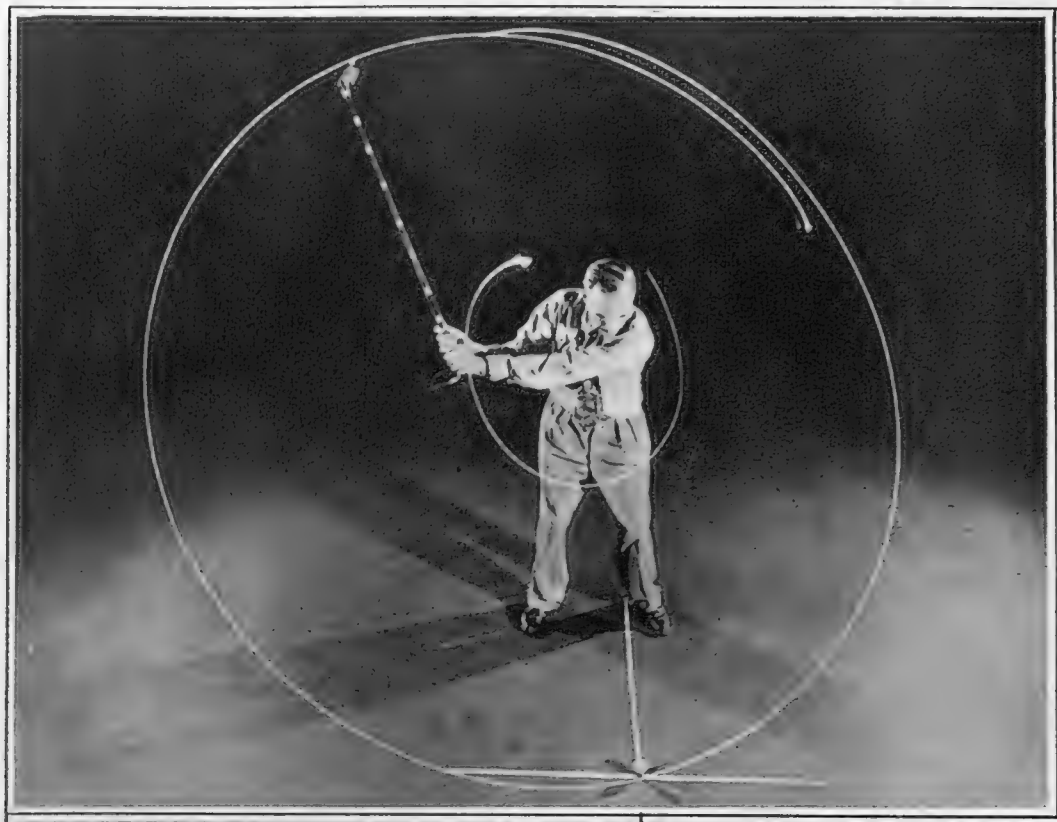
To the average golfer, the number of things he can do wrong during the course of a normal round would appear to run into hundreds: some men go so far as to boast of their versatility in this direction!

Jim Dante has been teaching golf for years: five times he has been President of the New Jersey Professional Golfers' Association. Leo Diegel, twice champion of the American P.G.A., is one of America's top-flight iron players. According to these two experts, there are only nine bad shots in the game: to prove their contention, they have outlined their views in a recently-published book, *The Nine Bad Shots of Golf and What To Do About Them.*

There is a reason for every bad shot, they declare. Each is caused by some fault in the swing. These faults will produce the same bad shot every time. Conversely, the bad shot—whichever one it happens to be—will be caused by the same faults every time.

According to Messrs. Dante and Diegel, these are the only mistakes a golfer can make. Each is illustrated in the photographs reproduced above. Here they are: **1. Slicing**—Hitting the ball with the open face. **2. Hooking**—Hitting with a closed face. **3. Topping**—Hitting with a lifted head, a sway to the right, or hitting with a raised arc. **4. Smothering**—Hitting with the club-face hooded. **5. Pulling**—Hitting from the outside in with a shut club-face. **6. Pushing**—Hitting with an open face while the club is still moving from the inside out. **7. Skying**—Hitting with a chopping-down swing, usually with a sway to the left or with the club-face turned over. **8. Sclaffing**—Hitting with too much weight on the right foot. **9. Shanking**—Hitting with little or no pivot, very loose wrists, and with an exaggerated outside-in swing.

Those are Messrs. Dante and Diegel's Nine Basic Sins. When he knows their cause, the two experts confidently assert that any golfer can correct his bad shots!



Above and at left—**This is what happens when a golfer swings from the outside in.** The ball is pulled to the left, or sliced. The player's wrist-path registers an ellipse instead of a circle

Above and at right—**Side and front views of a correct swing.** The streak of light which shows the path of the club is caused by a shatterproof light attached to the toe of the club: a second light, attached to the wrists, shows that they have described a perfect circle

THIS IS THE WAY TO SLICE, PULL, SMOTHER OR SHANK. The club-shaft points away from the line of flight: the face of the club is open

WHAT IS WRONG HERE? The club-head is turned and the club-face is closed at the top. Jim Dante will probably hook this shot

TOO MUCH WEIGHT ON THE LEFT LEG. This is the cause of skying, topping and sclaffing. The picture has been specially posed to show "how not to do it"

THE BOOKBINDER'S CRAFT
TO ASSIST IN THE EXPORT PUSH
—A Special Series of Pictures Taken at One of the Leading London Workshops

A FINE COLLECTION OF FULL-BOUND AND HAND-BOUND BOOKS, ALL OF WHICH ARE GOING TO THE UNITED STATES: These are covered in leather, with gilded edges, and beautifully tooled by craftsmen at the London workshops of Sangorski and Sutcliffe. Sixty-five per cent. of the output of this firm goes to swell Britain's export lists. There has during recent months been a great revival amongst book collectors of the finely-bound and hand-tooled volume

THE COMPLETED VOLUMES, HAND-PRODUCED IN EVERY BINDING DETAIL, RECEIVE THEIR FINAL PRESSING: They will remain in the press for from twelve to twenty-four hours; after that they will be ready to sustain the roughest usage. This massive press is over 100 years old and is still in full use

THE HEAD OF THE FIRM, MR. STANLEY BRAY, HIMSELF WORKS ON THE SPECIAL BINDING FOR "THE RUBAIYAT OF OMAR KHAYYÁM," A TASK WHICH IT WILL TAKE TEN YEARS TO COMPLETE: Around him can be seen the original drawings of the two previous bindings which were lost—the first in the "Titanic" disaster and the second during the London blitz. The covers will contain 1,051 jewels insetted in the leather; they use 5,000 different pieces of leather, and contain 100 square feet of gold-leaf. The completed work will be a fine and rare specimen of the English bookbinder's art

A VERY IMPORTANT FEATURE OF A BOOKBINDING ESTABLISHMENT IS THE RESTORATION OF OLD BOOKS: They come from rare bookshelves, and most of them are old classics. Under an expert craftsman's hand they will regain all their old charm

THE CORDS WHICH BIND THE SECTIONS OF THE BOOK are frayed out so that they can be laced into the boards which form the covers. The smoothness of the finish of the leather depends on this operation

CUTTING THE EDGES OF THE BOOK: The instrument being operated by the craftsman in this picture is a miniature "plough," whose accuracy and fineness of finish are essential to good work

At one time Britain enjoyed a great reputation for the craftsmanship of its hand bookbinders: from Cromwellian times onwards, during the days of the great libraries of the nobility, right up to late-Victorian days, leather-bound volumes lined the shelves of our forefathers. They were produced by the same methods as those of the monks who, centuries earlier, had laid down the principles on which the craft is founded. Very few firms remain in this country to pursue the ancient craft. But amongst those which remain, Sangorski and Sutcliffe hold a very high place: amongst connoisseurs of fine bindings they are, in fact, ranked at the very top. Here the same operations which were used in the binding of some of our early books are still in everyday use. And as proof that this type of production is still sought after by book-lovers all over the world, 65 per cent. of this firm's output is directed to the export markets.

The binding of a book necessitates thirty-eight different operations: as yet, no machine has been invented which can compete in skill and artistry with the art of the hand bookbinder. At their workshops in Poland Street, craftsmen employed by Sangorski and Sutcliffe have prepared books for exhibitions held in many parts of the world since 1904. Two of their most famous specimens are the bindings for the miniature books included in the Queen's Dolls' House and the Lectern Bible for the late King George V for presentation to Canada (now in the Cathedral at Halifax).

At the moment the firm are engaged—for the third time—on the task of making a special binding for a copy of *The Rubaiyat of Omar Khayyám*, a task which will take ten years to complete. The original binding, ordered by an American firm, was lost in the *Titanic* disaster: the second, carried out to the original drawings, was destroyed during the London blitz. Hence the need for the third binding, now in progress.

THE LEATHER MARGIN OF THE FRONT COVER IS DECORATED WITH GOLD-LEAF ORNAMENTATION: This work is undertaken by the "finisher," who is responsible for all the tooling on the leather. He is the aristocrat of the bindery, and upon his invention in design and skill in execution the final appearance of the finished volume depends. The craftsman seen in the above picture is considered by experts to be one of the best in the country to-day

SEWING IN THE HEADBAND, A WORK USUALLY CARRIED OUT BY WOMEN: This band, woven in at top and bottom of the book, will protect it against rough usage in handling on the bookshelves. In the finished volume both headbands are covered by the leather binding. The headbands are made up of silks in contrasted colours

CUTTING UP A SKIN FOR LEATHER BACK AND CORNERS: The original rich, dark-red, native-tanned Nigerian goatskin, almost identical with the morocco used by the French and English master-binders of the eighteenth century, is now used for binding many books in this country to-day. The leather is usually British-dyed. Here it is being cut to size for back and corners ready for paring, as shown below. The grain of the leather adds to the finish of the book

THE SECTIONS OF THE BOOK ARE SEWN ON A FRAME: This type of frame is essentially the same as those used for hundreds of years in the bookbinding craft. Each "section" (usually of eight or sixteen pages) is sewn to the cords singly, until the whole book has been built up ready for the boards or covers to be added

BEFORE BEING PASTED TO THE BACK AND CORNERS OF THE BOOK, THE LEATHER HAS TO BE PARED TO A SUITABLE THICKNESS: The leather must be capable of being turned neatly over the "joints," and it must also be of a uniform thickness. Hence it is pared by an expert on a "stone," a task which calls for great skill and sureness of touch

THE "BANDS" ON THE BACK OF THE BOOK ARE SHARPENED: Before the book is lettered, the expert finisher secures as much definition as possible. Later he will apply lines across the back which will add greatly to the attractiveness of the whole book

SECRET DIPLOMACY AND THE KING'S MESSENGERS

Now They are Entering Upon a Career of Even Greater Usefulness

By CHARLES GRAVES

IN the good old days, King's Messengers were picturesque characters who lived picturesque lives. For over 460 years they have been employed first by the monarch and then later by the Foreign Office, to carry dispatches and top-secret documents to all parts of the known world.

Then came the invention of the cable, followed by the invention of wireless. At once much of the usefulness of King's Messengers disappeared, and between the two World Wars more than one King's Messenger, in writing his autobiography, referred to his profession as a "dying industry." The staggering improvements in aircraft, however, have made King's Messengers once again of first-class importance. In these days of coding and decoding, it is literally possible for a King's Messenger to fly to Paris with lengthy dispatches and hand them over to the British Embassy in a shorter time than it would take to code, cable and decode the vital information. A new lease of life, in fact, has been granted to the ancient calling. It is not so glamorous as it used to be, but with the return of secret diplomacy, which rapidly reasserted itself after attempts by the totalitarian countries, such as Germany, to use open shock tactics had failed, the King's Messenger has proved more vital than ever for taking secret documents from point to point in the shortest possible time.

To-day there are forty-seven of them, twenty-three being based abroad. Washington and Hong Kong have four apiece; there are two in Madrid and Angora; the remainder are placed as far apart as Santiago and Rome; Rio de Janeiro and Vienna; Belgrade and Singapore; Shanghai and Warsaw; Rabat, Berlin and Moscow. The remainder, while awaiting service overseas, are based on London. During each calendar month these two dozen men do ninety-eight trips. This may not seem a great deal, but considering that King's Messengers based on London go to Santiago—the capital of Chile—by way of Lisbon, West Africa, Brazil, Uruguay and Buenos Aires every week (this trip alone takes twelve days there and back), the amount of travel achieved per annum is considerable. It means, in fact, that a King's Messenger will probably do a minimum of three short hops per week. London to Paris and back in a day; London to Oslo and back in a day; London to Geneva and back in a day are all routine flights; as, too, are London to Brussels and back overnight; London to Madrid and back overnight. Other routes are London to Prague, Warsaw, Vienna, Helsinki, Reykjavik, Leopoldville, Teheran, Rangoon and Munich. The trip to Munich is unique. It is the only one which King's Messengers do not do by air. They take the train to Paris and then another train on to the capital of Bavaria. The reason for this is that it is in the American Zone and it is not possible to go by aeroplane.

The King's Messenger will take anything from a single important document, weighing a few ounces, up to a dozen bags, each weighing up to 30 lbs. The occasional document, like the one flown a week or two ago from Paris to Washington, is very much the exception to the rule. In the ordinary course of events a King's Messenger is surrounded by a considerable pile of dispatches and secret correspondence.

In the days before aeroplanes were used extensively it must have been quite a pleasant life. The King's Messenger took the boat-train to Dover, where a cabin was always reserved for him on the cross-Channel steamer; he transferred to the Blue Train, Orient Express, or Flèche d'Or, where once again a compartment had been reserved for him, and he travelled in considerable style. In still earlier days he had a coach, with four fine horses, which reached Dover in seven hours. On the other side of the Channel he had his own coach specially designed for all-night travel, with seats which could be made up into a bunk. If he were going to South America, he travelled in great comfort by steamer, sitting at the captain's table and, being an honoured guest, always at the receiving end of the round of drinks.

There were, of course, emergencies. One King's Messenger was ordered to report to the Persian Government from Constantinople the fact that Napoleon had escaped from Elba. He covered the 2,000 almost roadless miles at an average of 120 a day on horseback. Against that, during the Crimean War a King's Messenger (I should say Queen's Messenger), who wrote his memoirs afterwards, described how he left London in January 1855, arriving seventeen days later in Constantinople. It took him another week to bring dispatches back to Malta and another five days to deliver further documents to the Foreign Office. To-day, the whole job, which took a month then, would probably be completed in ninety-six hours.

The speed with which communications have been stepped up is, of course, remarkable. To keep pace with it, the King's Messenger has to be a man of very considerable endurance and able to cope with days on end of monotonous, uncomfortable flying. It is essential, therefore, that the King's Messengers now being appointed have to be able to pass a very stiff medical examination. Blood pressure, for example, is a matter of considerable concern to the doctor vetting the applicants. Hours at a time of high-altitude flying can be dangerous to anybody who is addicted to vintage port. No wonder, too, that a number of them are bachelors. There can be little or no home life for a man who has to leave his telephone number wherever he goes. (On more than one occasion a King's Messenger has been called off a golf-course to go out on an emergency job.)

King's Messengers based on England have to live within an hour's journey of the Foreign Office and be prepared to go anywhere without notice, although in the ordinary course of events they are told their programme for the following week.

During the last century, there have been barely half-a-dozen occasions when a King's Messenger has lost or temporarily mislaid his bags. Whenever this has happened, however, the King's Messenger has either been dismissed or asked to resign immediately.

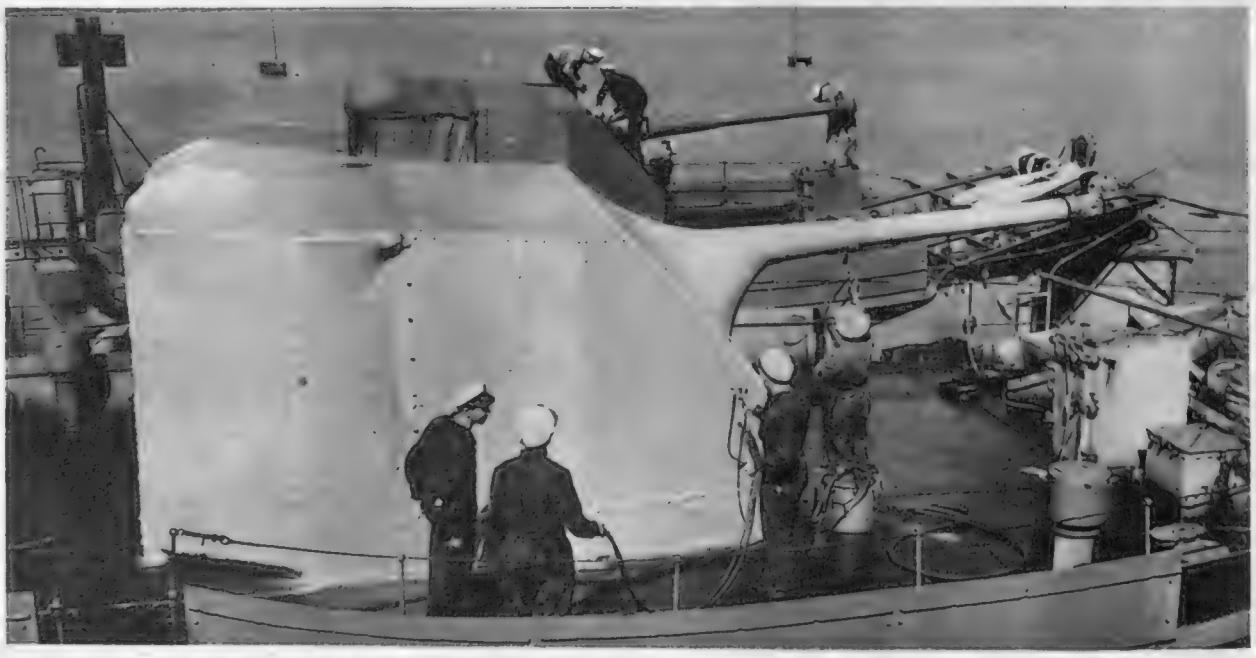
Since 1939 four King's Messengers have been killed in aeroplane accidents—two in South America, one in China and one in the Mediterranean. On each occasion the bags were lost, but that was scarcely the fault of the unfortunate K.M.

In World War I a King's Messenger was aboard a ship which was stopped by an enemy submarine. He promptly threw his precious bags overboard, but they floated on the surface and were retrieved by the submarine crew. Since that day special lead attachments make it possible for the bags to sink immediately if thrown into the sea.

Every established King's Messenger has a medallion with the Royal crest and the effigy of a silver greyhound, which he carries in a special case in his pocket. He also has a scarlet passport instead of the usual dark-blue kind. This, naturally, gives him precedence at the Customs. But, like Cæsar's wife, he has to be above suspicion.

The "PICKLING" of the FLEET

THE GUNS OF THE RESERVE FLEET ARE PUT AWAY FOR THE DURATION OF PEACE: Three pictures taken aboard H.M.S. "Liddesdale," in Harwich Harbour, where the "pickling" process is now taking place. *Left*—A wooden framework is placed over one of the fully-greased guns, and (*centre*) fish-netting goes over the frame. *Right*—Lacquer being sprayed over the netting, thus sealing the gun off from the influences of wind and weather



THE FIRST STAGE IN THE "PICKLING" PROCESS: Spraying latex on a 4·7-in. gun in H.M.S. "Undine" at Harwich. In the background one of H.M.S. "Tyrian's" guns is being cleaned before spraying

The "pickling" process which is being carried out by naval ratings in destroyers laid up in Harwich Harbour will protect the mechanism of the weapons for five years and save endless hours of greasing and normal protective care. First framed with wood and webbing, the guns are covered in fish-netting and then sprayed with lacquer. The lacquer fills the holes in the net, forming a complete film over the structure. Finally the whole area is sprayed with a latex compound which keeps the guns at an even temperature and protects them from moisture. Inside the gunshield is a hydrometer and thermometer, which can be seen through a small window. From them the condition within the structure can be judged

FIRST and LAST NIGHTS

The Vienna State Opera Season Begins and the "Prom." Concerts End

THE OPENING NIGHT OF THE VIENNA STATE OPERA'S SEASON AT COVENT GARDEN: The scene in the crush bar during the interval of "Don Giovanni." In spite of a mild demonstration by members of the British Musicians' Union, who handed out leaflets protesting against the employment of foreign musicians in the orchestral pit, the first night of the Vienna State Opera's short season at Covent Garden was a highly successful production of Mozart's opera bouffe. Four more operas—*Fidelio*, *Cosi Fan Tutte*, *Salome* and *The Marriage of Figaro*—are being performed during the season, which ends next Saturday. The scenery used in *Fidelio* was designed by Rex Whistler and is the property of the Royal Opera House. The Vienna State Opera Orchestra is being conducted by Josef Krips, Clemens Krauss and Karl Rankl, the musical director of the Covent Garden Opera

BEHIND THE SCENES AT A REHEARSAL OF "FIDELIO" BY THE VIENNA STATE OPERA COMPANY AT COVENT GARDEN: Hans Hotter, baritone, and Peter Klein, tenor, at a dress rehearsal. Clemens Krauss conducts the Vienna State Opera Orchestra for "Fidelio"

THE LAST NIGHT OF THE FIFTY-THIRD SEASON OF PROMENADE CONCERTS: Stanford Robinson conducting the B.B.C. Symphony Orchestra at the Royal Albert Hall. The television camera can be seen on the right. It was recording the first outside television broadcast to be made in a concert-hall

The last season of Henry Wood Promenade Concerts has been as successful as previous ones, in spite of the slump in entertainments, which has hit theatres and cinemas alike, due partly to the record summer weather and partly to the economic crisis. Attendances at the Royal Albert Hall have averaged 6,000 nightly. In the last "Prom.", four distinguished conductors—Sir Adrian Boult, Sir Malcolm Sargent, Mr. Basil Cameron and Mr. Stanford Robinson—wielded the baton

The World of Books—By VERNON FANE

THE EDEN INHERITANCE IN FOREIGN AFFAIRS

The Speeches of the Former Foreign Secretary Proclaim the Sincerity and Continuity of His Policy

WHATEVER view may be taken of the state of the nation at the present moment, of the severity of the "cuts" which have been imposed, and of the grim prospects ahead of us, the politicians still think it reasonable to continue the party game. Labour Ministers blame everybody but themselves and their Government, while his Majesty's Opposition is not slow with epithets such as mismanagement and ineptitude.

Quite a lot of ordinary folk who do not flaunt their political allegiances too plainly may be heard condemning the Government, but some of them at least are forced reluctantly to admit that the Conservative Party would have done no better, and possibly worse. Strong among these people is the feeling that in a time of national crisis the sham party fight might, for a time, be stilled and the best brains in the country mobilised to face the issue.

AN AMERICAN TRAGEDY: John Dos Passos, the noted author and playwright, with his wife, Katherine, at their home at Provincetown, Massachusetts. In mid-September Mrs. Dos Passos was killed in a road accident while driving from Boston to Cape Cod, and Mr. Dos Passos lost an eye. He is now recuperating in Boston Infirmary

"No Coalition!" both parties shout defiantly at each other, and the man in the street is justly impatient. There are people in office in the present Government whom the country could do without in a time of crisis; there are a number of ex-Ministers in the Opposition who can equally be done without. On the other hand, there is abundant ability and leadership on both front benches. It is not a question of whether Mr. Ernest Bevin is a better Foreign Secretary than Mr. Anthony Eden, or that Mr. Attlee has settled the Indian problem in terms which Mr. Churchill could never have done.

These thoughts are provoked by the publication of a book of speeches by Mr. Anthony Eden, FREEDOM AND ORDER (Faber and Faber. 15s.). These utterances range from 1939 to 1946, and they are an object lesson in integrity, consistency and, if one may use that out-moded word, statesmanship. I believe that Mr. Bevin would be the first to admit that his very great personal success at the Foreign Office was, in the beginning, in no small part due to the dignified, consistent inheritance left him by his predecessor.

But Mr. Eden is also a politician, and plainly is heir-apparent to the leadership of the Conservative Party. It is not without significance that in his foreword to this book he states his faith, which is: "The antithesis of Socialism with its doctrine of State ownership of all the means of production, distribution and exchange."

Yet the politician can rise above party when, commenting on the first conference which established the United Nations Organisation, he says: "There was never any question in my mind as to whether we should be more friendly with the United States of America or with the Soviet Union. That was never the issue." That it should be an issue to-day is a tragic circumstance which, as a study of these speeches will show, Mr. Eden has, in and out of office, struggled valiantly to avoid.

Significantly, too, we find, in 1944, Mr. Eden declaring: "We are, above all, Europeans, and our interest in Europe is not limited to any single part of Europe. What we seek is the security of a continent which has suffered so much, but which has given so much light and leading to the world in the past, and could do it again, if only it could recover its unity and prosperity. I am confident that the Governments of the Dominions perfectly well understand our position in this respect, and that they endorse it." Three years later, the present Foreign Secretary was to issue a rallying call to the British Commonwealth of Nations at the T.U.C. Conference. With all this talk in the air of third-rate Powers, the world may still learn that sanity and even salvation lies in the steady continuity of British foreign policy.

The art and industry of Mr. Kenneth Roberts are truly amazing. Mr. Roberts's new novel, LYDIA BAILEY (Collins. 10s. 6d.), has been planned on the same munificent pattern as its predecessors, and its 400 pages or so provide not so much alternative reading to another picaresque novel of one's choice, but ample reading for a whole autumn, if taken conscientiously. And the greater part of this author's readers do take him very conscientiously.

To give some idea of the richness of the action in the novel under review, I would just point out that the story, which concerns a young American in the 1800's, takes the chief characters from New England to the early Washington, and thence to Haiti during a revolution, across the Atlantic to the Mediterranean, and there, when the plot has reached a point at which most authors would settle for a fictional honeymoon, to the lairs of Barbary pirates, and that Tripoli campaign that American marines still sing about.

A POWER IN THE PUBLICITY WORLD: Leslie Harwood, who recently retired from his directorship of London Press Exchange and St. James's Advertising, has been elected an Honorary Fellow of the Institute of Incorporated Practitioners in Advertising—an honour which has so far been paid to only one previous Fellow

NEW ORLEANS WOMAN (Peter Davies. 10s. 6d.) is the story of an extraordinary lawsuit that was actually brought in the early years of the eighteenth century in America, and which lasted for nearly sixty-five years, going to the Supreme Court no fewer than seventeen different times.

There was a woman behind it, a red-haired, tenacious and indefatigable woman with two strong purposes: to establish her legitimacy, and to prove the validity of her father's will which left very extensive property in the city of New Orleans unreservedly to her. After many years of fighting, and considerable, even violent hostility, Myra Clark Gaines won the first objective. The second, which might have made her the richest woman in the world, since it would have proved her claim to a third of the city, she was never to gain fully, though it is probable that she was paid some hundreds of thousands of dollars in the course of the litigation.

But the story is a fascinating one and gives a remarkable figure of what is still the most exotic city in the United States. Mr. Harnett T. Kane evidently knows his subject and his setting very well indeed, but not even the gusto of his writing can make a truly agreeable figure of his heroine. Rather unfairly perhaps, it seems to me that even if her claims were 100 per cent. justified, as they probably were, her lifelong fight for the money was somehow unworthy. But as a fighter, what a woman.

I have a private theory that beekeepers have universally good dispositions, and I am on my way to forming a second theory: that fishermen—that is to say, men interested in fishing though they may have their own ways of conveying an exquisite tedium—are generally amiable and kindly people. The theory has been hardening into a conviction since I read Mr. G. D. Luard's FISHING FACT OR FANTASY? (Faber and Faber. 12s. 6d.), which is as good-humoured a collection of fishing stories as any non-fisher could wish to read.

There are two little volumes of poetry to be noticed this week. The first, THE MUNDANE TREE (Fortune Press. 7s. 6d.), is the work of Mr. Stowers Johnson, and consists of fifty-one poems, many of Celtic influence, and these possibly the most distinguished.

Mr. Wrey Gardiner's LAMENT FOR STRINGS (Grey Walls Press. 6s.) is a collection by the editor of the *Poetry Quarterly*, who is himself a poet and a writer of prose, and whose own work has appeared in several periodicals and anthologies. His title is taken from those magnificent lines of Rilke's: "I know that one is only justified in making such full use of the strings of lamentation if one has resolved to play on them, later, the whole of that triumphant jubilation that swells up behind everything hard and painful and endured, and without which voices are incomplete."

GOETHE'S "WILHELM MEISTER" NEWLY TRANSLATED

Hanslip Fletcher Records London Bombing: Another Book of Van Gogh Reproductions

Carlyle translated Goethe's great novel *Wilhelm Meister*, but the disillusioned Scottish rustic, one of the strongest personalities of the nineteenth century, possessing the most mannered style of any writer in the English tongue, was not the ideal man to interpret Germany's symbolic genius. Carlyle's personality inevitably looms too large through the pages; but the translation at least served one good purpose, in that the money received from the publisher, Boyd, put the struggling translator on his own feet after enduring years of austerity in his father's house. Now, over a century later, comes a new translation. It is the work of R. O. Moon, a distinguished London physician whose previous translations of Goethe's autobiography and of Stilling's autobiography evidence his capacity. The novel, if such it really can be called, for it is more a theory of life and work, is published in two volumes (G. T. Foulis Ltd., 42s.). Dr. Moon's interpretation, made from the ten-volume edition of Ludwig Geiger, Berlin, 1889, will be widely welcomed, for this is one of the classics almost completely lost to a generation of English readers through the exigencies of war.

Hanslip Fletcher, one of the most distinguished draughtsmen of our time, an artist well known to readers of THE SPHERE, took upon himself the melancholy task during the war years of recording the devastation wrought in London by the Luftwaffe. This unhappy but necessary labour occupied for the most part the years 1941 to 1943, when the City was the main objective, and before the V1's and V2's came to spread indiscriminate destruction over the whole Metropolis. Most of Mr. Fletcher's drawings are in pen-and-ink, and some are in line-and-wash. They are published under the title BOMBED LONDON (Cassell. 25s.), and the result is a really creditable example of the printers' and bookbinders' art and a valuable record for the future. The coloured wash drawings are first-rate, particularly the view of St. Paul's towering majestically above the uninterrupted devastation on its east side, but in some of the line drawings Mr. Fletcher's sureness of touch has at times deserted him. Professor A. E. Richardson, R.A., contributes the introduction, making a characteristically vigorous appeal for nobility of approach to the mighty task of rebuilding.

Vincent van Gogh was essentially a great colourist, his work depending in large measure on the radiance and vibration of his colouring. To reproduce his paintings other than in colour is not wholly a waste of time, for the pattern of his draughtsmanship is worthy of the fullest study, but many will regret that W. Muensterberger, in VINCENT VAN GOGH (Falcon Press. 21s.), has included only eight reproductions in colour. The book is very well printed, and, as a result, the fullest justice has been done to some of the more delicate pencil sketches.

A new edition of special interest is R. W. Thompson's VOICE FROM THE WILDERNESS (Macdonald. 10s. 6d.), a record of the author's adventurous journeyings in Paraguay and Misiones. It was first published in 1940, escaping the attention it deserved in the turmoil of war.

Two topographical works of home interest are SURREY, by Eric Parker (Robert Hale. 15s.), and WESTERN HIGHLANDS, by Arthur Gardner (Batsford. 21s.). Both books are finely produced and very much in the same manner, appealing essentially to the naturalist and the historian. It is hard to know which exerts the greater hold upon the dweller in these islands, the rugged beauties of the Scottish peaks or the calm serenity of the less spectacular Surrey scene.

NEW HORIZON (Robert Hale. 21s.) is the story of an explorer who stayed at home. The explorer is Edwin Way Teale, and he describes in this highly original narrative how he watched the life of his insect garden, a Lilliputian world of extraordinary fascination, particularly when recorded by camera. He tells of butterflies with tastes 1,600 times as sensitive to certain tastes as the human tongue, of moths that migrate into the teeth of winter, and of dancing flies that offer their mates tiny balloons in a weird courtship ceremony. This is a "believe it or not" book, which to many of us magically opens up a new world.

Captain James J. Pearce, well known to those who have passed through Weedon, has brought out an admirable treatise entitled THE HORSE RAMPANT (Robert Hale. 21s.). It is a manual on how to learn to train horses and how to ride, and it comes from one who has ridden and trained every sort of horse from a cow-pony to the highly specialised exponents of Haute Ecole in Vienna and Saumur.

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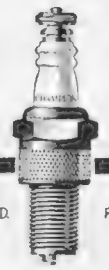

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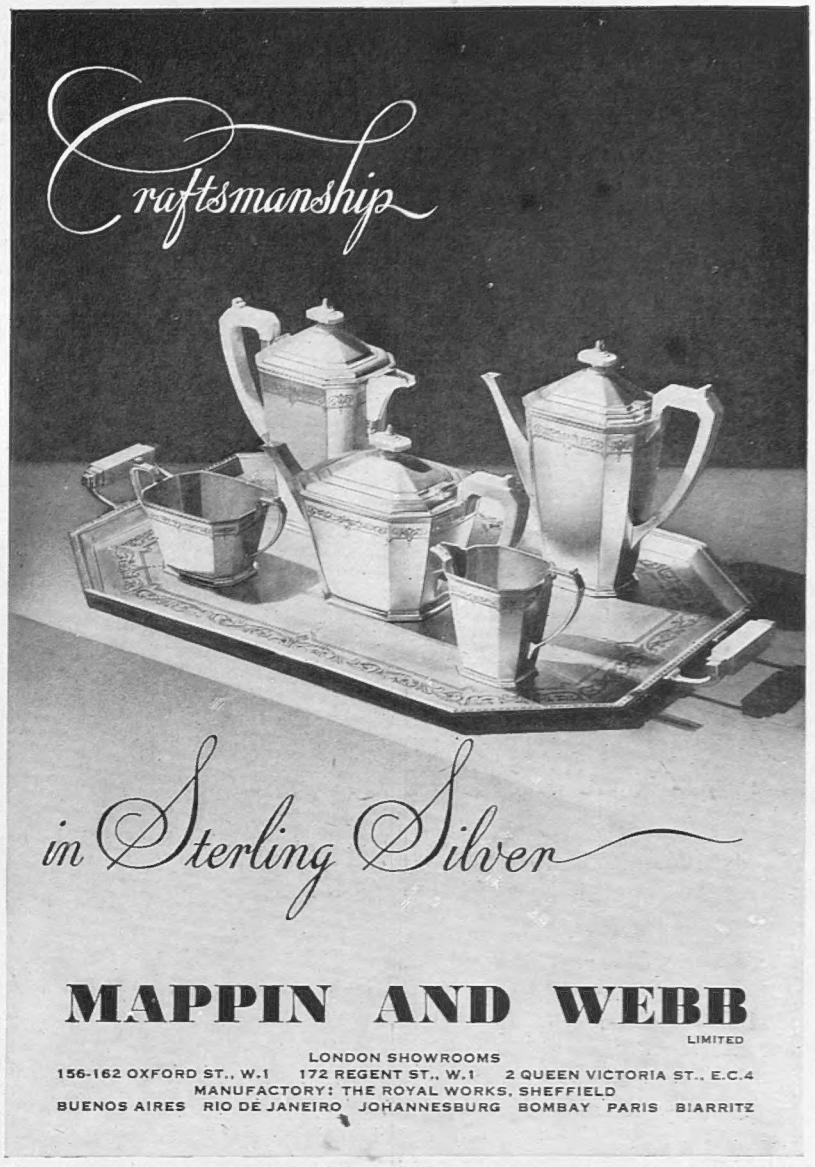

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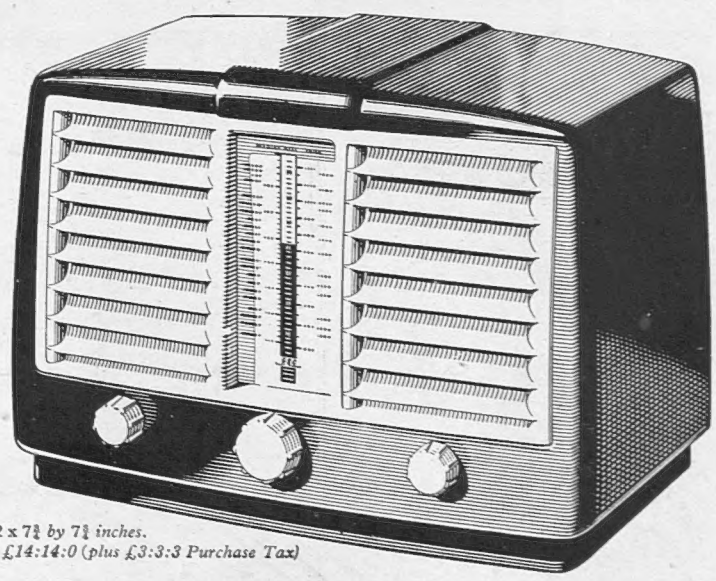

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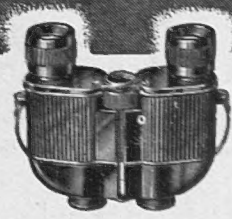

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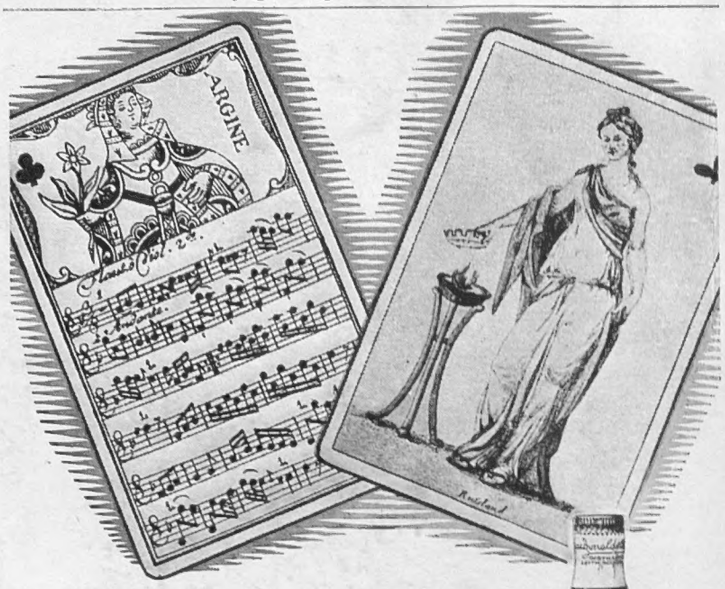

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